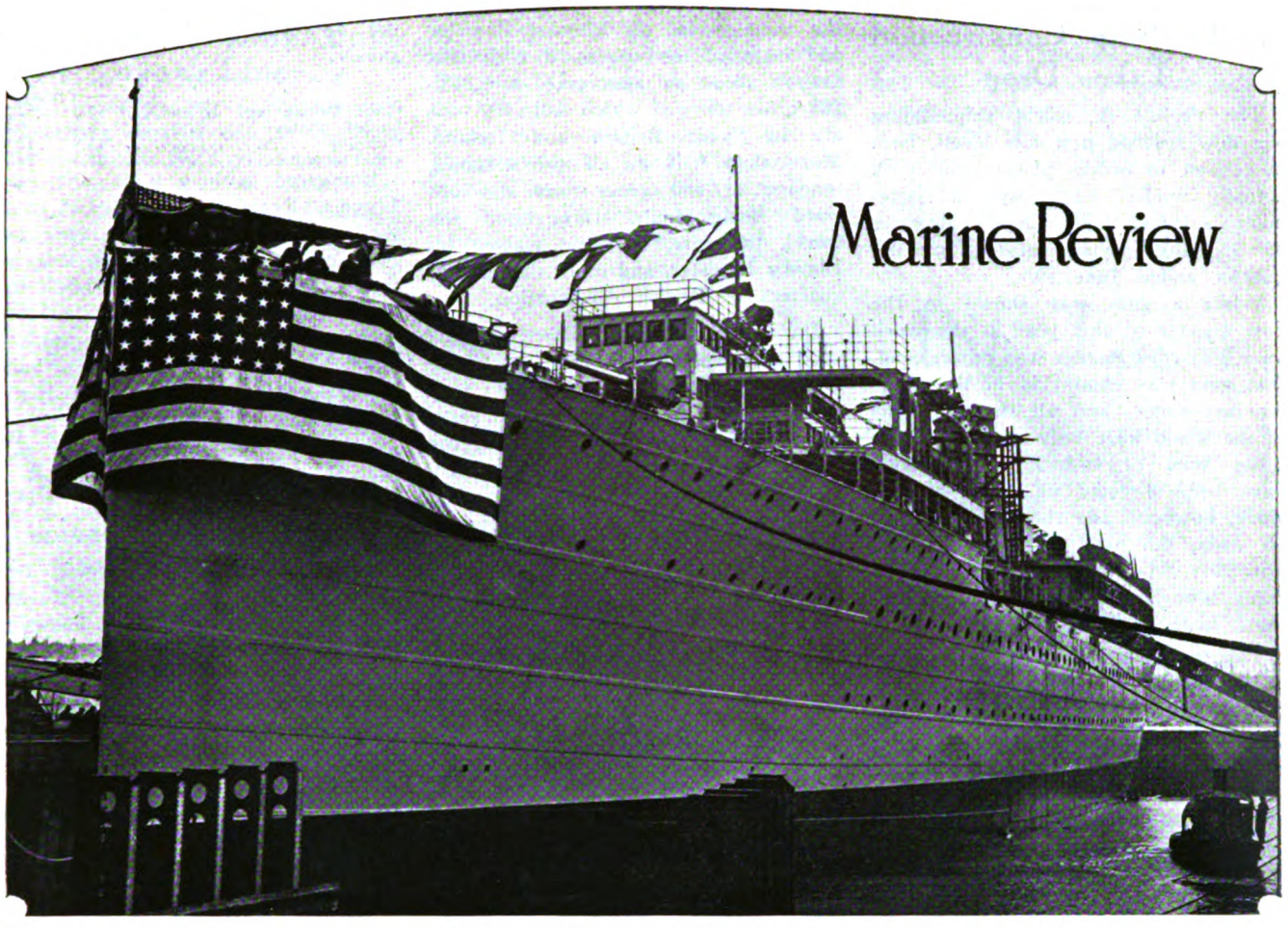


Navy repair steamer MEDUSA, built in the Puget sound navy yard drydock and launched by simply flooding the dock. She will cost when completed this fall about $4,000,000, being 483 feet long, 70 feet beam and 19 feet draft when equipped. She displaces 10,000 tons. Her speed will be 16 knots. She carries full repair equipment for fleet service including brass and iron foundry equipment, smith, machine, pipe and electrical shops.

Need for Solving Marine Puzzle

WHILE the debate in the senate on the subsidy bill last winter was remarkable more for the ignorance and indifference displayed by many senators, at least one logical analysis was made. Former Senator Pomerene, secondarily a Democrat, but primarily an American, stated his intention to support the bill since it offered the only method which held a possibility of winning congressional sanction. He regarded the possession of a merchant marine as a national need and was willing to sacrifice his belief in a better method to obtain that goal.

His views again are given prominence through his participation in the convention of the Middle West Farmers-Manufacturers association at Cincinnati a few days ago. Here again he repeated the fundamental truth that the possession or operation of ships is not of itself a guaranty of permanent shipping strength. Cargo is the essential need and unless that is provided, the ships are likely to be a liability rather than an asset. So his solution is to seek means for putting cargo on American ships in the conviction that the ships will then naturally be provided.

The soundness of his judgment is unquestioned. Patriotic reasons alone are rarely sufficient to control the commercial acts of any group of citizens and anywhere in the world the best and cheapest artery of trade carries the greatest volume of business regardless of the nationality of the shipper or the carrier.

Americans, interested in regaining this country's standing in the world carrying trade, must begin to appreciate the kind of a campaign they must fight and the general plan of battle. Quick solutions by congressional bounty are now admittedly hopeless as the subsidy bill will clearly not be revived. And another President as militantly sympathetic with a merchant marine as President Harding is unlikely to occupy the White House for many years .

Shipment by American flag vessels can be made profitable to American manufacturers, farmers and miners without an undue burden on the country. Concessions to these producers of cargo which will make it advantageous to use American ships will win freight. With their commercial judgment aroused by the prospect of cheaper freights, expanded markets and assured service, the support of these elements can be rallied to such a proposal where a subsidy measure with its plain evidence of federal expense and more taxes, failed to enlist support.

Agreement by the marine industry on a broad and wise policy and willingness to fight for its ultimate success will bring back a merchant marine. And such action is essential to head off the impending menace of government operation which gains power with every setback given to private enterprise.

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

World Ship Construction Takes Drop

The decline in world shipbuilding has now reached new low levels, both in respect to orders placed and work actually under way, says a statement just issued by Lloyd's Register of Shipping, giving returns for the quarter ended June 30.

While a gain was shown in the first quarter of this year in the work on which construction was progressing, that gain was eliminated in the quarter just ended, and all the shipyards of the world have only about 2,500,000 gross tons of orders. Suspensions have been directed on some of this work, however, and the actual volume of work on hand is about 260,000 tons less. In the last quarter, Germany alone, of all the maritime nations, showed a gain in activity.

Taking all orders into consideration, the total shipbuilding at the beginning of July was 316,000 gross tons less than three months ago and 410,000 tons less than at the beginning of the year. The United States, which at the end of March was building 34,000 tons more of merchant ships than at the beginning of January, was building at the end of June, 40,000 tons less than at the end of March. Of the 316,000 tons decrease for all countries combined in the last quarter, 154,000 tons was in the shipyards of Great Britain and Ireland, so that the British decrease was almost as great as that for all other nations together.

The following table shows, in gross tons, the comparison between the two last quarters:

	June 30	March 31
Great Britain	1,337,759	1,492,138
United States	133,660	173,762
Other countries	1,072,437	1,194,172
World total	2,543,856	2,860,072

These figures include orders on which work has been suspended, these suspensions during the past quarter amounting to 130,000 gross tons in Great Britain and Ireland and 132,000 tons in other countries. Taking suspensions into account, the actual work under way during the past two quarters has compared as follows, in gross tons:

	June 30	March 31
Great Britain and Ireland.	1,207,759	1,311,000
Other countries	1,074,097	1,220,000
World total	2,281,856	2,531,000

The 262,000 tons of suspended work compares with 329,000 tons in the previous quarter and 564,000 tons in the last quarter of 1922.

Returns from all countries of construction which is being done under the supervision of Lloyd's Register and intended to be classed with that society show an aggregate of 1,318,505 gross tons, of which 1,016,490 tons are in Great Britain and Ireland. More than half of all the seagoing tonnage of 100 gross tons and upward being built, throughout the world, therefore, is being classed by Lloyd's Register, and more than three-quarters of British construction.

During the first quarter of this year, the volume of new work begun aggregated about 90,000 tons more than the tonnage of ships launched, indicating that work on the stocks was actually being increased. In the quarter just ended, however, tonnage launched exceeded tonnage begun by 256,000 tons. As British launchings and new work were practically equal in volume, the ground lost was in the other maritime countries and indicates a marked falling off in the placing of new orders in the smaller marine nations. The following table shows in gross tons, the comparisons during the quarter ended June 30:

	Begun	Launched
Great Britain and Ireland.	238,638	238,121
Other countries	75,737	332,291
World total	314,375	570,412

Further decreases are shown in the returns relative to the construction of tankers, the figures for the last quarter showing a decrease of about 30 per cent from the previous quarter. The distribution of tanker building in the two quarters is shown in the following table, the figures representing gross tons:

	June 30	Mar. 31
Great Britain and Ireland	102,836	137,520
United States	19,800	33,800
Other countries	57,144	76,473
World total	179,780	247,793

German shipyards, although far behind the British output, continue to hold the second place in world production, their total being more than double that of their nearest competitor, and more than two and a half times that of the United States. France holds third place, Italy fourth, the United States fifth, Holland sixth, Japan seventh and the British Dominions eighth. The construction in the smaller foreign countries, as compared with three months ago, is as follows, in gross tons:

	June 30	March 31
Germany	352,405	343,027
France	170,866	209,581
Italy	141,543	185,001
Holland	99,821	121,321
Japan	72,767	83,357
British Dominions	45,201	45,035

British and German shipbuilders have gained slightly in their proportion of total construction orders as the following table of percentages shows:

	June 30	Mar. 31
	—Per cent—	
Great Britain and Ireland.	52.6	52.2
United States	5.3	6.1
Germany	13.8	12.0
Other countries	28.3	29.7

Compared with a year ago, says Lloyd's Register, the British shipyards are building 581,000 tons less, American yards 17,000 tons less and those of other countries 93,000 tons less. As compared with ship construction immediately prior to the late war, American yards are building about 15,000 tons less and British yards about 400,000 tons less.

Chicago Obtains First Transatlantic Service

According to advices received from William Hansen of Bergen, Norway, owner, a line of steamships known as the Lake & Ocean Steamship Co., with 16 steel ships, will inaugurate on Aug. 15, direct steamship service between Chicago and Great Britain and northern Europe. The vessels, it is stated, will be of 2000 tons. Local agents of Mr. Hansen have announced that a service will be maintained between Chicago and all leading lake ports and the United Kingdom and the countries bordering on the Baltic sea. The Chicago & Northwestern railway will issue through bills of lading to the United Kingdom with the beginning of the service. According to Mr. Hansen's representative, sufficient cargoes have been booked for the westbound voyages.

Dutch Make Offer for Steel Ships

An offer is said to have been received by the shipping board from Jacques Pierot Jr., president of the International Maritime Mortgage bank of Rotterdam, Holland, for the unserviceable government steel ships. The shipping board officials, with whom Mr. Pierot conferred, have told him that to date no ships have been definitely placed in the unserviceable classification and that the board had not yet considered the sale to foreigners for junking purposes. It was understood that it was the intention of the Dutch interests to purchase these vessels in order to break them up and recover the steel.

In the new British parliament, 27 members are actively engaged in the management of steamship companies, shipbuilding concerns or other maritime enterprises. As in previous parliaments, they have organized a shipowners' parliamentary committee to act together on purely shipping questions.

Generated on 2024-08-28 00:16 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

American Company Buys Atlantic Liner

The steamship KING ALEXANDER built in Hamburg in 1908 for the Hamburg American line as the CLEVELAND and afterward operated by the White Star and later the Canadian Pacific steamship line as the MOBILE, and finally sold to the Byron Steamship Co., Ltd., London, and placed in the trade between the Near East and New York, has been purchased by the American Ship & Commerce Corp., the holding company for the United American lines. The announcement of purchase was made July 9, by R. H. M. Robinson, president of the American Ship & Commerce Corp. After being overhauled and reconditioned, the vessel will be renamed the CLEVELAND and will carry cabin and third class passengers between New York and Hamburg. This ship is of 15,746 gross tonnage and has twin screws. Her average speed will be about 14 knots. The KING ALEXANDER is at present on this side of the Atlantic.

Proper Packing Will Cut Big Losses

A SATISFIED customer is, if anything, more important in the business of transportation by water than in any other business. It is of the utmost importance, therefore, that steamship companies should give good service. Many elements enter into this question, some over which the steamship company exercises only a nominal control, but in which they can wield great influence if they take the trouble to do so.

Invariably in looking into the operations of successful steamship companies, it will be found that dependability is the foundation upon which they have consistently built up their business. A shipper soon comes to know that if his freight is delivered within a specified time, it will go on a ship scheduled to sail at a fixed time. He has the assurance from previous experience or the experiences of others that the ship is in fact seaworthy and mechanically in good condition, and that barring some rare or unusual catastrophe or hazard of the sea, his goods will be delivered to their port of destination, within reasonable limits in the time necessary to cover the distance.

Dependability goes further than this, since the shipper knows that the port staffs and ships' officers will take the greatest care to use proper methods of loading, stowage in the ship, and discharge of his goods. Of course, insurance against loss and damage is carried, but these rates are favorably affected by the dependability of the steamship company and further, it is a distinct lessening of annoyance and labor to reduce claims to a minimum.

Build Up Repeat Orders

Another still more important feature in this connection is the strengthening of confidence of the customer to whom the goods are consigned, and the building up of good relations which are bound to result in continued and increased business. Shippers, therefore, show good business sense in patronizing dependable steamship companies.

As stated above, there are some elements, which tend to play an important part in the overall dependability of freight transportation by water, control over which does not rest directly w the steamship company. The shipper, therefore, after using care in the choice of the means of transportation, should co-operate fully in every way that lies within his power to secure the safe delivery of his goods. Particularly in taking care to see that his goods are properly and securely packed, in strongly built and substantial cases, will the shipper best serve the end of safe delivery to his customer.

An article appeared in the April issue of MARINE REVIEW on the subject of proper packing cases to prevent pilferage losses. In order to emphasize the importance of proper packing for transportation by water to eliminate damage to the goods carried, the following statement of the department of commerce for May 28, 1923, is quoted in full. Through the courtesy of E. S. Gregg, chief transportation division, the accompanying illustration showing the serious losses due to inadequate packing, is available.

"Not all American exporters have yet learned the lesson of packing their goods properly for oversea shipment. In spite of all that has been written on this subject and the continuous recital of the injury done to American foreign trade in general, there is still a minority which, through careleseness or lack of knowledge, persists in shipping its products abroad inadequately packed to withstand the loading, stowing, and unloading hazards which export shipments must meet.

"William I. Irvine, special trade commissioner of the bureau of foreign and domestic comerce, who recently returned to the United States after a prolonged trip abroad, had an excellent opportunity at several Far Eastern ports to view the results of improper packing; his observations, backed by actual photographs, make an impressive story.

"At one port six large cases of merchandise were unloaded in a sling and dropped over the ship's side to the dock. A photograph taken by Mr. Irvine shows vividly that the cases were not built to resist the rough usage given them. No attention had been paid to proper nailing, the cases were not cleated on the ends, and instead of having a substantial strap around each end, there was but one and that was around the center of each case. The ends of the cases were broken, the goods probably damaged and exposed to the elements, and the chances of pilferage increased. In all probability well balanced packing cases, correctly nailed and strapped, could have been constructed at the same cost and the goods could have been delivered safely and in good condition to the foreign customer. It was evident that the American shipper did not understand even the fundamentals of export packing.

Inadequate Packing for Motor Vehicles

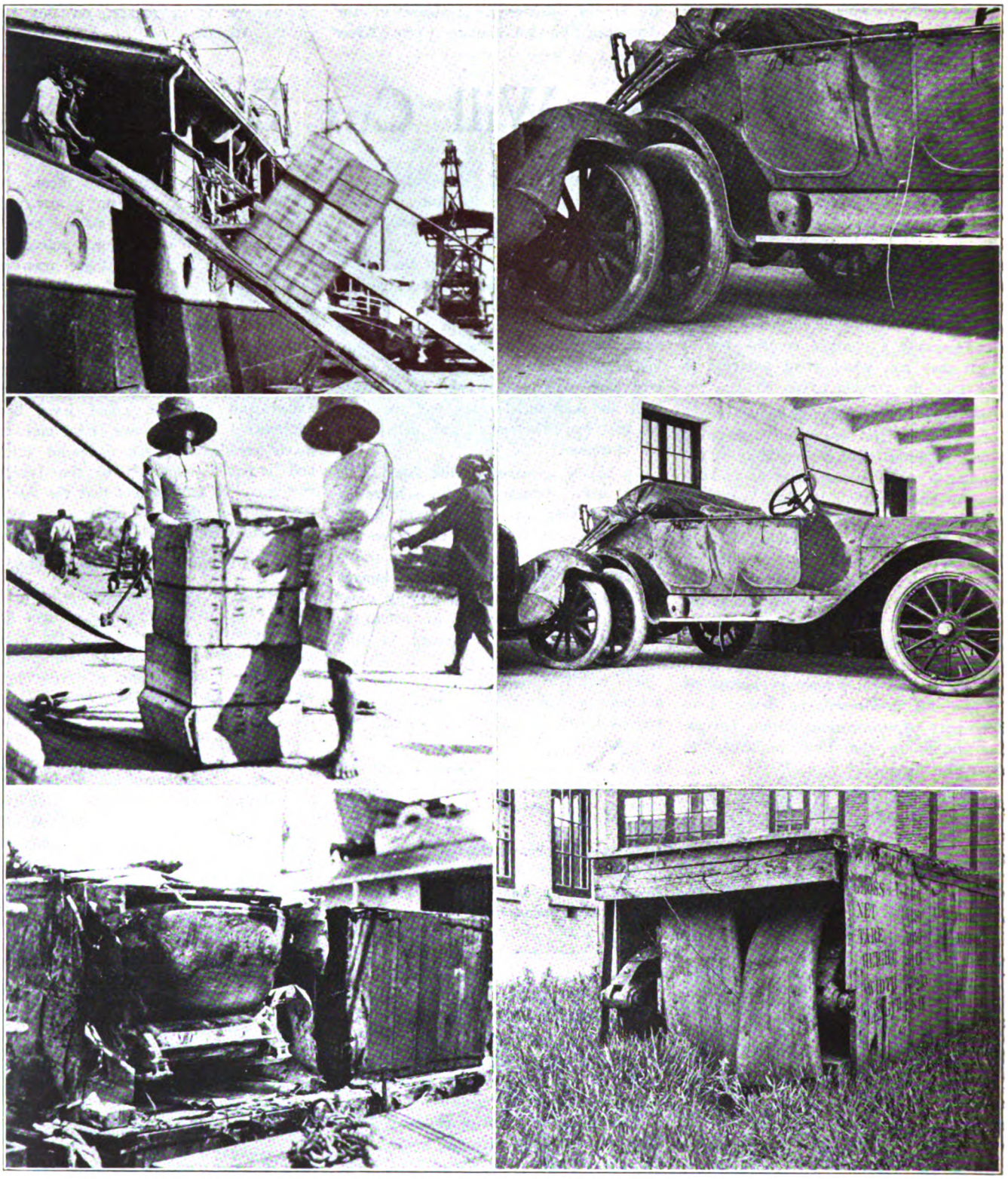
"Perhaps no commercial group has given more study to export packing than has the automotive industry, and the ever-growing sales of American automobiles and trucks in foreign countries bear witness to the fact that these products generally arrive at their foreign destination in excellent condition. That there are exceptions, however, is proved by four photographs taken by Mr. Irvine in the Far East, showing the poor condition in which three touring cars and one truck arrived at their foreign address. The heavy truck, while packed in a substantial case, had not been properly bolted down and the shifting of the heavy machine had completely destroyed one end of the case. The sides, top, and bottom of the case all were loosened, and the shipment was thus subject to damage from water and salt air on shipboard and to the elements on shore.

"The touring cars were in even worse condition. An end of one case was completely destroyed, and the rear of the car body was damaged almost beyond repair. The other two cars, after removal from the boxes, showed signs of the great strain to which they had been subjected through being neither properly packed nor braced, the bodies being badly dented, the enamel finish scratched, and the tops broken and torn. In each instance repairs aggregating hundreds of dollars would be necessary in order to

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

make the cars acceptable to the foreign customers.

"The conditions cited above not only cause a needless economic waste, but actually work a hardship on American foreign trade in general, as markets built up with great difficulty and expense are in this manner easily destroyed. It is to remedy this situation that the transportation division of the bureau of foreign and domestic commerce is making a study of the best practices in export packing in the various industries throughout the country. The information so gathered will be made available to all exporters in a manual to be published shortly, thus placing at the disposal of the new and inexperienced ship-



DEFINITE EXAMPLES OF NEED FOR BETTER PACKING WHEN EXPORTING AMERICAN GOODS. IN FIRST COLUMN: TOP, DISCHARGING AMERICAN GOODS IN A FAR EASTERN PORT; CENTER, TWO OF THE SAME CASES SHOWN IN PREVIOUS VIEW REVEALING FLIMSY CONSTRUCTION; BELOW, BADLY BROKEN CASE, SHOWING DAMAGED AUTOMOBILE AT SHANGHAI. SECOND COLUMN, TOP, AMERICAN AUTOMOBILE, DAMAGED DUE TO IMPROPER PACKING, ON DOCK AT SHANGHAI; CENTER, ANOTHER VIEW OF DAMAGED AUTOMOBILE; BELOW, AMERICAN TRUCK IN BADLY DAMAGED CONDITION DUE TO POOR METHODS OF PACKING, VIEW TAKEN AT SHANGHAI

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

per packing methods used by successful exporters in building up their foreign business, thereby adding to American prestige abroad."

To reduce to a minimum losses and claims resulting from damage due to improper packing, it would be distinctly worth while for the insurance and steamship companies to inform the shippers accurately and in detail on the unavoidable shocks, strains and stresses to which cases for overseas shipment are subject even with the most careful handling. Concerted effort along this direction by all agencies interested in transportation by water would have a decided effect on overall efficiency and would in a short time react overwhelmingly in favor of those who helped to accomplish this purpose. It must be clearly apparent that a reputation for delivery of American goods in perfect condition in foreign markets by American ships would inevitably have an important bearing on the permanent, solid establishment of the American merchant marine. It was due to the quality of service in the old days of American supremacy on the seas, that American ships got cargo in preference to their competitors at higher rates.

Reports Design of New Type Diesel

THE Bethlehem Shipbuilding Corp. anounces from its San Francisco plant the manufacture in commercial quantities of a new type of diesel engine, which is said to have less weight per horsepower, lower horsepower units, from 5 to 300 brake horsepower; less compression, and lower exhaust temperature than present types of diesels. Cost of construction, owing to lower weight per horsepower, is claimed to be less; crude oil of the same degree Baume as that used in submarines, is the fuel, and the secret of construction lies in the methods of the introduction of the oil to the cylinder and its combustion therein. The engine is the invention of Edward L. Lowe, Palo Alto, Cal., developed through three years of experiments and tests by the engineers of the Bethlehem Shipbuilding Corp.

Full details of construction are not available, but the Bethlehem company, through J. J. Tynan, its general manager on the Pacific coast, has issued the following statement, covering all that will be given out at present:

Beginning of Experiments

"A few years ago, a California inventor, Edward L. Lowe, Palo Alto, Cal., began experimenting with a low pressure burner for oil engines. His idea was that air compression to from 250 to 300 pounds contained ample heat to ignite oil in globular drops. His problem was to unite such air and oil under proper conditions for a continuously recurring engine cycle. His answer to this problem consists of a check valve, through which oil is admitted to the center of a burner composed of an inner and outer sleeve, so positioned and proportioned that they form a small combustion chamber between the sleeves, and a relatively larger combustion chamber within the inner sleeve. Both sleeves are open at the bottom, and the two combustion chambers are open at the bottom, and communicate at the tops through small holes in the inner sleeve.

"Mr. Lowe fitted this burner to a horizontal gasoline engine, 6¾-inch cylinder diameter and 8½-inch stroke, and operated at 400 revolutions per minute with fair success. He then built an experimental 2-cycle engine of 4¼-inch cylinder diameter and 7-inch stroke, and demonstrated with this unit to the enginering faculty of Stanford university that it was a success. He also converted, with this burner, a 4-cycle automobile engine, with which he was able to run a touring car. This development work interested the management of the Bethlehem Shipbuilding Corp., and on favorable report from their engineer, they decided to give the engine a thorough trial and to experiment with larger sizes.

Development of Engine

"Following this plan, a single-cylinder, 8-inch diameter and 12-inch stroke, engine was designed and built. On trials with the original burner results were far from satisfactory, but after many experiments, the proper relative proportion and shape of the outer and inner sleeve, with regard to each other and with regard to the size of the cylinder, was found, and the Bethlehem engine, direct-coupled to an electric generator, started on an exhaustive series of tests. After running at various loads for 6 to 10 hours a day every day for three weeks, in April, 1923, a full-load, non-stop run of 14 days was made. After this run, the engine was taken down and everything was found to be in prime condition. The outer and inner sleeves and the burner tip were found to be virtually clear of carbon, as clean, in fact, as the spark plugs of a clean gasoline engine. Three weeks later, the engine was assembled, and started again without a hitch.

"The burner, as finally developed, consists of a conical tip through which passes an opening of double converging cone shape about 1/32 of an inch in diameter at its smallest point. Just above this opening is a plug with spiral grooves, and above that another plug, with four holes each 1/32 of an inch in diameter. Above this last plug is a cylindrical space, deep enough to permit the necessary movement of the check valve in admitting the oil. Fuel oil is pumped into this space and through the plugs and nozzle tip by the plunger of a small reciprocating pump. The movement of this plunger is under direct control of the engine governor, and a simple manual adjustment is arranged for varying the speed at the will of the operator.

"At this point it is interesting to note the small quantity of oil consumed at each ignition. Taking the figures from an actual test, we find that in 15 minutes, at 320 revolutions per minute, two and one-half pounds of oil were burned. That means that 1/125th of an ounce of oil was consumed at each ignition. The complete cycle of combustion in this cylinder requires less than one-fifth of a second. The sleeves of the burner are not in contact with any water-cooled surface, except at their upper edges. The problem, therefore, was to so proportion these burner sleeves for any given capacity that they will permit the proper draft of hot fresh air to the oil combustion, and, at the same time, be not themselves destroyed by the heat of combustion. The Bethlehem engineers have solved this problem, and have deveioped for this burner a well designed pumping, governing, reversing, and control, mechanism of great simplicity and effectiveness.

Details of Design

"The minute quantity of oil handled at each ignition, the rapidity of the cycle, and the intense heat of combustion make experimental observation of actual happenings in the cylinder of a diesel engine extremely difficult, if not impossible. In the design of cylinders and burners for the usual high-pressure high-temperature diesel, the main effort has been to keep all parts of the cylinder, cylinder head, burner nozzle and piston cooled by circulating water or oil. In spite of these efforts, the exhaust from diesel engines usually runs from 500 to 700 degrees, Fahr. Attempts to run with lower compression and temperature heretofore usually have resulted in faulty ignition and more than occasional miss-firing. No such troubles

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

are experienced with the new Bethlehem engine, which will start from cold in two to ten turns under outside air at 100 pounds pressure. The engine runs practically cool, with only the cylinder head and walls water-jacketed. A comparatively small amount of circulating water is used, and that seldom rises above 140 degrees, Fahr. at the outlet. The exhaust temperature runs from 250 to 260 degrees Fahr., yet the engine never misses a shot.

Expect New Uses

"These features, which are contrary to all accepted theory, have set engineers and scientific observers to guessing as to what new fields of construction and operation of heavy-oil engines this discovery may open. When the Bethlehem diesel is turned over from cold, the air is compressed on the first up-stroke to about 200 pounds pressure to the square inch. The theoretical temperature of air so compressed is around 650 degrees, Fahr. Part of this heat is given off to the water-jacketed cylinder walls and head, and to the non-water-jacketed thin steel sleeves surrounding the burner tip. These sleeves at the instant of maximum compression are, with the exception of one edge, surrounded by hot, compressed air. It is, therefore, a reasonable conclusion that the inner sleeve will, after a few revolutions, have a temperature at or near the theoretical temperature of compression. Granting this as true, what will happen to a drop of oil introduced to the center of this sleeve at the instant of maximum compression? Evidently, much of the heat of the small body of compressed air inside the inner sleeve, and the radiant heat from the inner sleeve itself, will be concentrated on that drop, and the drop will ignite. Combustion immediately adds tremendously to the heat in the cylinder, and part of this added heat is again taken up by the inner sleeve, to be given off once more at the next ignition. Thus, in all cycles subsequent to the first firing, the inner and outer sleeves of the combustion chamber of this burner would be constantly at temperatures higher than the temperature of the compression in the cylinder, and would materially assist the heat of compression in igniting the fuel.

"That this theory is substantially correct is proved by the experiments with this engine, by the long tests to which it has been subjected, and by the following practical considerations:

"If, in the designing and making of the Bethlehem combustion chamber and burner, proportions are altered in one direction, the sleeves of the combustion chamber are consumed quickly by getting too much heat; if proportions are altered in another direction, there is faulty ignition; but, if the proportions are correct, actual ignition follows the theory exactly.

"This engine has burned heavy fuels, such as lubricating oils, whose flash points would be high enough practically to put out of consideration any idea that they would ignite on the heat of compression alone. If the theory of the Bethlehem burner as just expounded is correct, there opens at once a number of opportunities and possibilities for the use of the heavy-oil engine in fields not yet entered by this source of power, since, with the simple burner, the mechanical problem of reducing weight and number of moving parts on the crude oil engine is solved. The corporation is now constructing a 3-cylinder, 150 brake horsepower unit, which, using ordinary materials with large factors of safety, will weigh 16,000 pounds, or about 106 pounds per horsepower. This is about 40 per cent lighter than comparable diesel engines on the market today. Two of these units are nearing completion, and they will be given still more arduous and thorough tests direct-connected to electric generators in the Bethlehem power plant. By the use of special materials, the weight of these units could be reduced to between 60 and 70 pounds per horsepower.

"While this engine is primarily designed for stationary and marine service, the corporation is now building a 4-cylinder engine for motor truck use, which will bring the weight down to commercial truck practice for heavy-duty gasoline engines." (As a matter of fact, though this is not mentioned in the statement of the corporation, such an engine has been in operation in a 10-ton motor truck for 18 months, and is reported to have given satisfactory service.)

"To summarize," the statement concludes, "enough experimental work has been done by the Bethlehem Shipbuilding Corp., to demonstrate the success of a new method of burning fuel oil in engine cylinders. This method makes possible such simplification of the design of diesel engines that from 35 to 40 per cent of the weight, and many moving parts, are eliminated.

"Low weight and low cost, as well as simplicity of operation, opens to this form of diesel, many markets hitherto closed. Large markets mean quantity production, and ever lowering manufacturing costs, a very advantageous factor to the consumer because it means power at lower cost. The engine is being manufactured for marine work, stationary power plants, tractors, trucks and commercial automobiles. It may be built in units from five to almost any horsepower needed, but at present the limit in size upward will be 300 brake horsepower, with 15-inch diameter cylinders."

Porto Rico Line Ships To Be Refrigerated

Bids were received on Wednesday, July 11, by Theodore E. Ferris, New York, for account of the New York, Porto Rico line, for the conversion of the PORTO RICO, to a refrigerator ship. The cargo holds will be refrigerated for the carrying of citrus fruits. This job is quite extensive and will run into the neighborhood of $375,000. Though the contract has not yet been awarded, the repair yards around New York are the most likely bidders for the work. Specifications are now in preparation pending a request for bids to change over the PONCE of the same line in the same manner.

Demand for Small Craft Reaches Pacific Yards

Delivery of the navy scout cruiser MILWAUKEE was made on June 20, the ceremony being held at the Puget Sound navy yard. The MILWAUKEE was built at Tacoma, Wash., by the Todd Dry Dock & Construction Co She has the record of being the world's fastest vessel of more than 1300 tons having maintained a speed of more than 36 knots or 41.47 miles an hour during builders' trials. Within a few weeks, the new cruiser will begin a four months' voyage to Alaska, Honolulu and Australia. The CINCINNATI, the third vessel of the same type built by the Tacoma yards, will be ready for her trial trips in October, it is announced, the OMAHA having been delivered early in the spring.

The halibut schooner MAJESTIC, a wooden craft of 65 feet, was launched at Seattle June 18 and will soon leave for the Alaska fishing banks. The vessel is equipped with a 65-horsepower full diesel engine, has a cruising radius of 5000 miles and a capacity for 50,000 pounds of fish.

Alterations and repairs to the army transport HENDERSON have been made at the Puget Sound navy yard. This vessel recently arrived from Norfolk with a congressional party. She was assigned to carry President Harding and his party to Alaska in July and the repairs were made with this voyage in view.

Considerable work is under way at Puget Sound wood shipyards, there being a good demand for small vessels for inland waters. At Everett, a 40-foot wood tug is being built for log towing and recently a 100-foot lumber scow was launched at the same port.

Contract for the installation of new boilers in the government dredge CLATSOP has been awarded to the Commercial Iron Works, Portland, Oreg., on a bid

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

of $36,000. The CLATSOP is operated on the Columbia river

Reconditioning, drydocking and repair work have kept a large force occupied at Todd Dry Docks, Inc, Seattle. One of the large contracts under way is on the shipping board steamer PRESIDENT HARRISON. This vessel has been temporarily withdrawn from the Argentine berth as she will carry President Harding and his party from the north Pacific to the Atlantic via the Panama canal. At the same yard, the shipping board steamers WEST NILUS, WEST ISON and SILVERADO were reconditioned after being idle for a long period. Other work of the same nature has been completed on a large fleet of freighters, both foreign and American.

Two motor ferries, WASHINGTON and OREGON, have been completed and started service across the Columbia river between Longview, Wash., and Rainier, Oreg. These vessels are each 120 feet in length, with capacity of 30 automobiles and 125 passengers. They were built at the shipyards at St. Helens, Oreg.

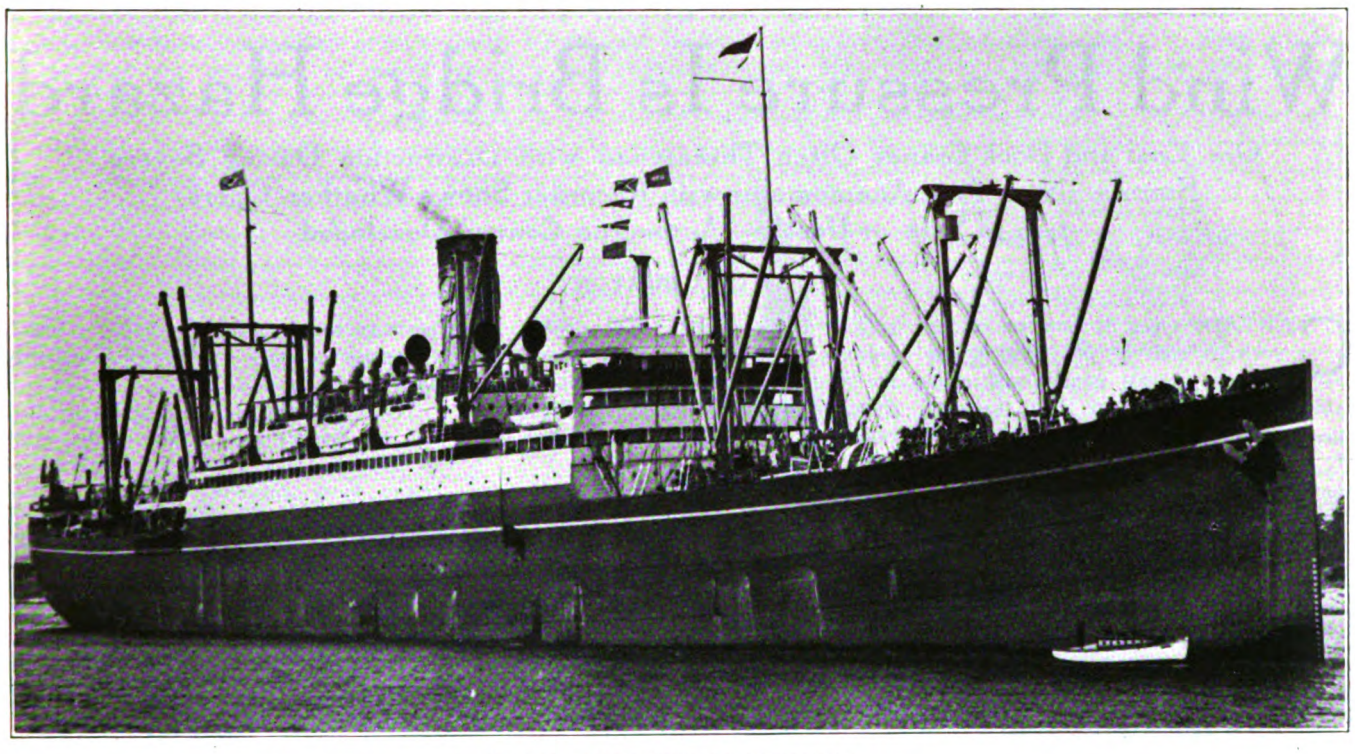
Extensive dredging and filling operations are under way in the vicinity of Longview, Wash., on the Columbia and Cowlitz rivers. The dredges TEXAS and MISSOURI, built at Portland, are now in service. The former is a wooden hull with 15-inch suction while the MISSOURI is a steel craft with a 20-inch suction. Both of the dredges are equipped with diesel engines.

Sun Yard Is Active

Of all the shipyards on the Atlantic coast, the Sun Shipbuilding Co., Chester, Pa., is showing the greatest activity. The yard has been busy for some time and several new ships and barges are delivered or nearly completed. One is the new cable ship DICKINSON, built for the Mackay-Bennett Cable Co. This vessel is to be used in waters about the Hawaiian islands. The barge TROY SOCONY built for the Standard Transportation Co., New York, is 246 feet between perpendiculars, 37.6 feet beam and 14 feet draft. She is propelled by twin screws driven by diesel engines. This barge is now completed. The first of four diesel electric propelled dredges under construction for the war department, it is expected, will be delivered this summer.

Another large element in the activity of the yard is the re-engining and reconditioning of two 10,000-ton deadweight tankers and one 11,800-ton deadweight freighter, all of which the Sun Shipbuilding Co. had purchased from the shipping board with a view of installing in each the Sun-Doxford opposed piston type diesel engine, for which the Sun company is American licensee. The first of these, the MILLER COUNTY, one of the tankers, is now having her 3000-horsepower diesel engine installed. The freighter CHALLENGER is having her boilers and machinery removed and when completed, will have a single diesel engine installed. The conversion of the above ships to diesel drives shows the faith of the shipbuilding company in such propulsion since the work is going ahead on the yard's own account, and on the chance of a market for these ships, when completed. Unquestionably, the diesel engine must be reckoned with in competing for the world's trade, and the American shipowner can not long ignore this fact.

The above work, however, does not represent the entire activities of the yard, as repair work is constantly coming in and the drydock and wet basin are well occupied. It is stated that upward of 2500 men are working in the yard and that additional skilled mechanics are taken on every day.



* U. S. LINER SETS NEW RECORD

The PRESIDENT GRANT of the Admiral Oriental Line fleet, of Seattle, which smashed the transpacific record between Yokohama and the United States, steaming the distance in 9 days 1 hour and 45 minutes. The record was formerly held by the PRESIDENT JACKSON of the same fleet, which covered the distance in 9 days 4 hours and 5 minutes. The PRESIDENT GRANT carried 350 passengers, silk valued at $5,500,000 and a general cargo valued at $7,000,000 additional.

Bid On New Ships for Clyde Line

Theodore E. Ferris, New York, will accept bids for two new passenger and freight liners for the Clyde Steamship line. The bids will be in on Thursday, July 19. Anticipating the possibility of an excessive offer, two proposals are being called for, one on ships 425 feet overall, and the other on ships 402 feet overall. The latter is to be similar in type to the present LENAPE. The preference will evidently be given to the larger ships, if the figures received are accepted.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

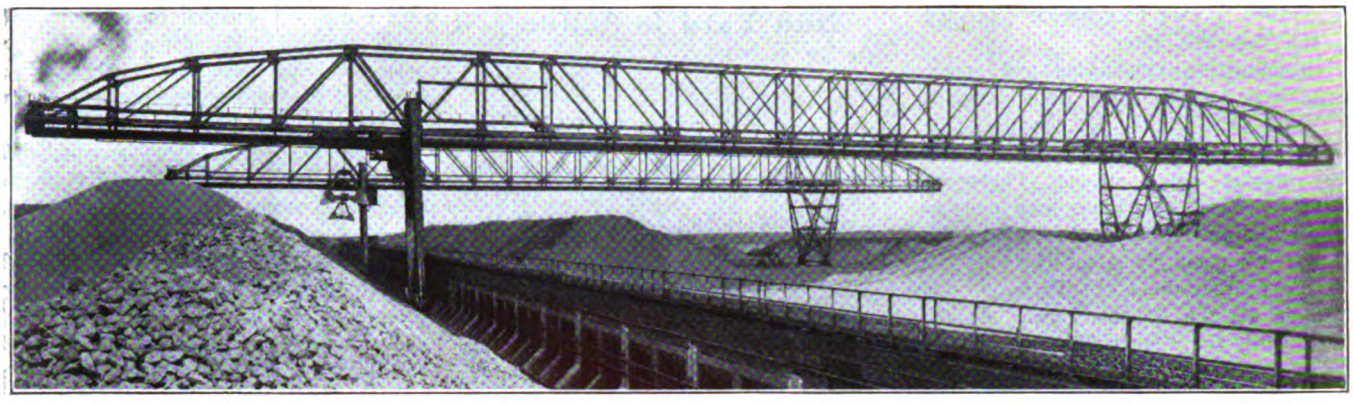


Fig. 1—Two of the three bridges handling ore, coal, limestone, etc., at the docks of the Minnesota Steel Co., Duluth. This view gives a good idea of the size of the bridge

Wind Pressure Is Bridge Hazard

Ore, Coal and Dock Cranes Often Threatened with Destruction During Severe Storms—New Type Anemometer with Recorder Shows Whether Operation Is Safe or Unsafe—Automatic Control Developed

BY C. O. BURTON

CERTAIN types of outdoor cranes, such as coal or ore bridges, unloading towers, gantry and shipyard cranes, expose large areas to wind pressure and may not be moved or operated safely during high winds. Ship operators are interested in the strength of the wind and commercial air ports or flying fields also require correct information at all times as to prevailing wind conditions.

Therefore, it is of considerable importance that a means be had for measuring the velocity of the wind instantly and accurately.

When the size and construction of coal and ore bridges are considered, the value of an exact record of wind velocity becomes more apparent. Modern bridges

The author is assistant electrical engineer, Minnesota Steel Co., Duluth.

—*Courtesy Cleveland News*

FIG. 2—THIS ORE UNLOADING CRANE OPERATED BY A STEEL COMPANY IN THE MIDDLE WEST WAS BLOWN OVER AND WRECKED DURING A RECENT WIND STORM. RECONSTRUCTION WILL COST MANY THOUSANDS OF DOLLARS

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

of this type are 400 to 700 feet long over all, with the top of the truss standing 100 to 130 feet above the rails. The track rails are 300 to 400 feet apart and the wheel base at each end is 40 to 70 feet. The total weight of these bridges may be from 500 to 1000 tons with most of the weight located in the span and the trolley mechanism. This weight is supported on eight or more sets of single or double track wheels running on rails at each runway and are driven through suitable reduction gearing by motors at each end or by a motor on top connected to a series of shafts and bevel gears.

In some bridges the supporting legs are attached rigidly to the truss. Many, however, have flexible connections at each end so that one end may be moved independently of the other and the bridge truss caused to assume angles as much as 5 or 6 degrees from the normal square position. The motors are equipped with some type of electrically holding brake and various devices for clamping the trucks to the track rails usually are provided. As long as the bridge is stationary and the brakes and rail grips are in use, it is fairly safe from wind dangers. However, it is evident that wind hazards are great in moving such a high, narrow structure having both its center of gravity and greatest exposed area so high above the ground. These structures must be moved slowly for they are blown out of control easily. Flexibly connected or skew type bridges perhaps are subject to greater hazards than the solid types, since a high wind may cause one end to get out of control and skew so far as to twist and buckle the supporting members or to destroy the track runway and cause general collapse.

In Fig. 1 are shown two of three large bridges which are used at the docks of the Minnesota Steel Co., Duluth. The docks are used for stocking and reclaiming, handling ore, coal, limestone, coke, slag, etc., all material coming in and going out by railroad cars. More generally such bridges are located on harbor or water-front docks and unload coal, ore, or other materials from lake or ocean freighters, piling this material on the dock or loading it into cars. Water-front bridges are equipped with hinged booms or extensions at the water side end of the bridge, which may be raised to clear the masts of the boats as they are docked or the bridges are moved.

Bridge Damage Is Costly

An example of what may happen to a bridge crane is shown in Fig. 2. A wind storm lasting for several hours recently toppled over the large ore unloader of a steel company in the Middle West. What happened to the structure is pretty well shown in the illustration. Much of the steelwork was twisted and deformed so that a partial rebuilding of the bridge was necessary. Damage to the structure and operating equipment amounted to many thousands of dollars. In addition, hand methods of handling ore had to be resorted to during the period of reconstruction.

In the operation of such bridges as have just been described, it has been customary for the dock superintendent or foreman to estimate the wind's strength, and if considered dangerous, to tie up the bridge until conditions were satisfactory for safe operation. Without measuring instruments the estimate is at best only a guess. In the absence of the foreman or superintendent, the bridge operator must use his own judgment on the wind velocity. It is useless to depend upon wind velocity reports from a weather bureau observatory several miles away; the wind is never constant or uniform and varies widely at places only short distances apart. Installation of a velocity meter or anemometer on each bridge with the indicator or recorder placed at the operator's bridge traversing controllers, will be found to be the most satisfactory means for determining when operation is safe or unsafe.

A number of devices are available for measuring the velocity of wind. Probably the most familiar of these is the Robinson type of anemometer used by weather bureaus in obtaining their wind records. This instrument, however, does not give the sort of information required for crane operation. It is simply a revolution counter, measuring the actual travel of the wind and recording each tenth of a mile on a chart. To determine miles per hour it is necessary to consider this travel and the elapsed time, therefore, the calculated results it gives are not the true changes of the wind velocity but an average of all velocities during a definite period. As published by the government these velocities are averages of velocities for 4-minute periods. In other words, if the wind were to blow 90 miles per hour for one minute and 30 miles for three minutes, this instrument would show an average of only 45 miles per hour. Actual gusts and variations would not appear at all. The government type of anemometer is light and delicate, requires skilled attention and cannot be used by unskilled dock operators. A battery or other outside supply of power is essential for its operation.

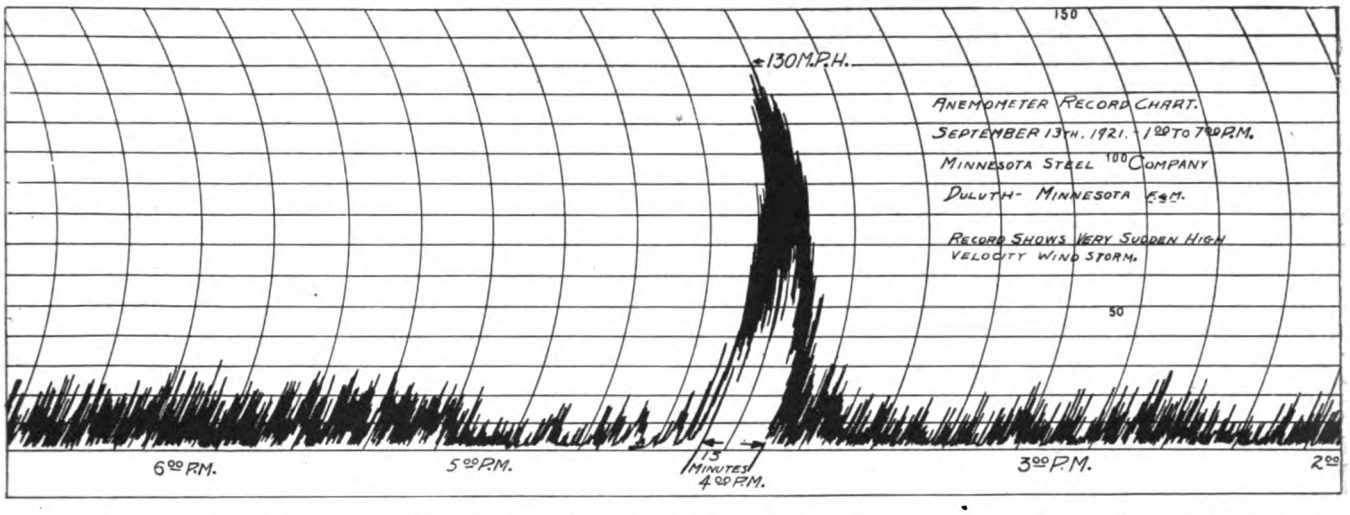


FIG. 3—AN ANEMOMETER CHART OF AN UNUSUAL STORM LASTING ONLY 15 MINUTES. THE WIND VELOCITY REACHED A MAXIMUM OF 135 MILES PER HOUR

Other means of measuring wind velocity are through the use of spring mounted pressure plates, Pitot or Venturi tubes and pressure gages, deflection of gravity loaded pressure areas, etc. All of these have objections. They cannot be arranged easily to indicate or record at a distance, they must be pivoted and held into the wind by vanes of some sort, they are difficult to read, or do not have uniform scales.

For bridges or other industrial uses the important specification of an anemo-

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

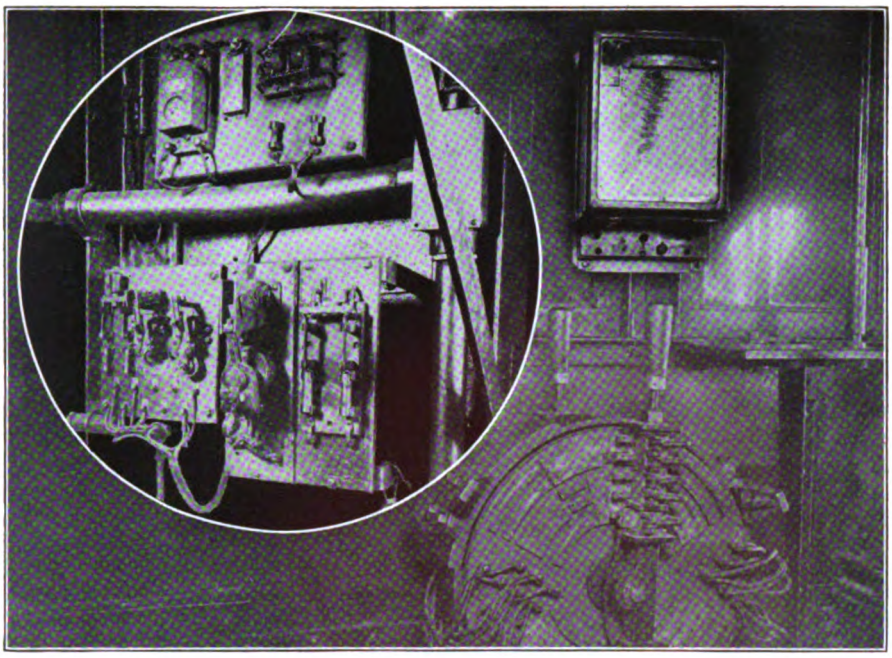


FIG. 4—THE GRAPHIC RECORDER OF THE WIND MEASURING DEVICE IS MOUNTED ABOVE THE OPERATOR'S CONTROLLER IN THE BRIDGE CAB. THE INSET SHOWS THE RELAY USED WITH THE AUTOMATIC RAIL GRIPPING MECHANISM

meter are: Ruggedness; minimum attention; operation from remote exposed locations; an accurate rapid response to every wind variation, gust or change; and capability of indicating or recording these changes on a direct-reading meter. The velocities indicated or recorded should correspond in value to those of the government type of anemometer.

Many Bridges Are Wrecked

In recognition of the windstorm hazard to coal and ore bridges and similar structures, an anemometer has been developed embodying the desired requirements. A number of total and partial losses of bridges in the Duluth-Superior harbor and elsewhere during the last few years has shown the need of such equipment. As modern bridges increase in size and capacity, this need becomes more urgent.

The anemometer, which was developed and patented by the author, is in its simplest form made up of a vertically mounted permanent magnet generator driven by a cup wheel similar to that of the government type anemometer and a specially calibrated indicating or recording voltmeter. Each wind velocity change is represented by a corresponding change in the generator voltage and a corresponding indication or record. Through this principle of operation, it is simple to operate the meter at points remote from the generator end; a pair of small insulated wires being the only connection between them. Voltage relays for signal operation or power control may be used in connection with the anemometer generator.

The generator has been designed with particular attention to simplicity and ruggedness. The armature spins freely on magneto type ball bearings, these bearings being packed in grease so that lubrication is necessary only about once a year. The use of high grade permanent magnets assures uniform calibration. With most extreme winds the voltage generated is approximately 20 volts. The generator fits as a unit into a heavy brass casing which contains the line terminal blocks and screws onto the end of a 1½-inch standard pipe mast. The cup and arm construction of the wheel is similar to that of the weather bureau anemometer except that it is larger and more rugged.

Graphic Records Are Desirable

The indicating meters are calibrated individually to suit each anemometer generator. High grade switchboard types of meters ordinarily are supplied if indicating equipment is desired, however, indicating meters are not wholly satisfactory for wind velocity service, since in most cases the need of a continuous graphic record is recognized. Recording graphic meters have been found especially desirable for wind velocity service. The record is complete; every change and gust is shown on the chart.

These recording graphic meters are directly operated and do not depend upon relay action or delayed or slow control. The metering element has a high torque so that pen friction does not affect the accuracy of the instrument. In connection with the high torque of the moving element, effective electromagnetic damping allows quick response to violent fluctuations in wind velocity. The rapid and even violent changes in wind velocity require a recording device having accurate characteristics. The ruggedness of the meter element and its ability to withstand reasonable vibration make it adaptable to coal and ore bridge work. The meters were made by the Esterline-Angus Co., Indianapolis.

Actual installation of an anemometer on a coal bridge is shown in Fig.

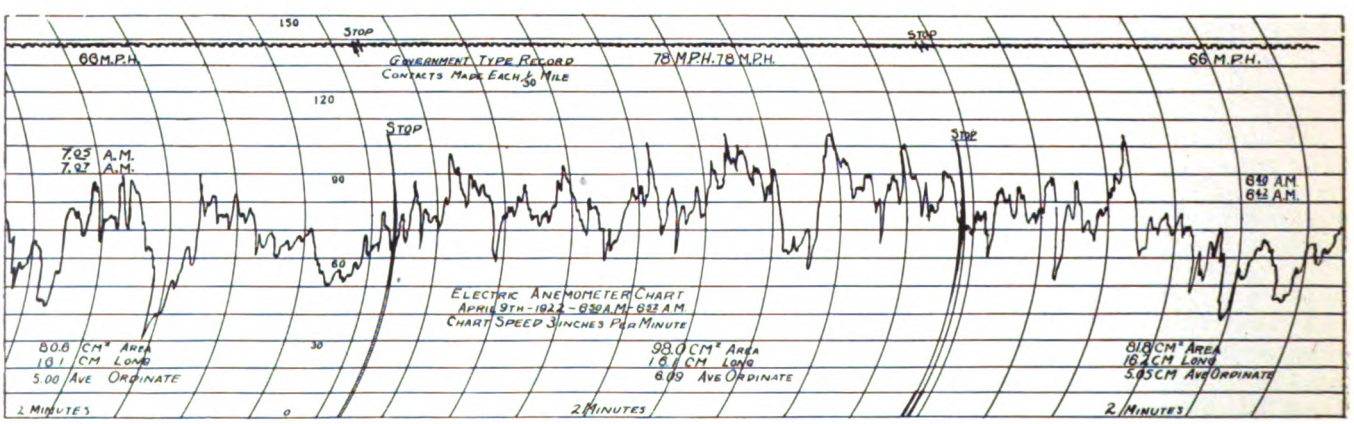


FIG. 5—ANOTHER ANEMOMETER RECORD WHICH WAS RUN AT RAPID SPEED TO SHOW THE CONTINUAL VARIATION IN WIND VELOCITY. THE WAVY CURVE IN THE UPPER PART OF CHART REPRESENTS THE TYPE OF CURVE MADE BY A WEATHER BUREAU ANEMOMETER

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

6. This illustration shows the generator mounted on its pipe mast in a fairly well exposed location below the top of the bridge truss. The exposure is excellent for side winds but not so good for quartering and end winds, but the latter are less dangerous to bridge operation and in this installation a little accuracy was sacrificed to gain ease of mounting and accessibility. Fig. 4 shows the recording meter mounted in the bridge control cab directly above the operator's controller. The appearance of the record shows the character of the wind with an indication of whether it is increasing or decreasing.

Wind Pressure Not Constant

Figs. 3 and 5 show wind records obtained with this anemometer equipment at the plant of the Minnesota Steel Co. They were made with the recorder located in the office of the electrical department from an anemometer mounted on a 130-foot tower about 1000 feet away. The velocity record of Fig. 3 illustrates an unusual storm. This storm approaches the tornado type in its sudden rise, short duration, and equally sudden drop. It occurred on a dull sultry afternoon, was accompanied by violent rain and hail and from start to finish did not last over 20 minutes. The peak attained was 135 miles per hour, while from an inspection of the chart, an average over a 4-minute period probably would have been 85 to 90 miles. Fortunately this is rare; the sudden rise and great strength of the wind is liable to catch a bridge and wreck it before any ordinary protective measures could be taken.

Fig. 5 represents a section of a chart taken at a rapid chart speed, in this case 3 inches per minute. This record shows clearly the large and small variations that occur continually. Changes from 30 to 90 or 100 miles per hour, or vice versa, occur within a few seconds. The broken line at the top of the chart represents the sort of record that a weather bureau anemometer makes. In this case the government instrument was fitted up to make contact each thirtieth of a mile. It is obvious that little can be learned from such a record about the actual character of the wind or of the maximum and minimum velocities that occurred. The breaks in the line are closer at higher velocity and farther apart at low ones.

In addition to the metering equipment, a specially calibrated relay also may be used. In the inset of Fig. 4 is shown such a relay used in connection with an automatic motor starter which releases the rail gripping mechanism of a coal bridge. The voltmeter type of relay is set to operate at a maximum safe velocity. If the wind exceeds this set value, the rail grip controller is cut out and cannot be operated, whether the operator disregards his meter or not. The rail grip release circuits also are interlocked with the power circuits for the bridge traverse motors so that if the rail grips are not released, power cannot be applied to move the bridge.

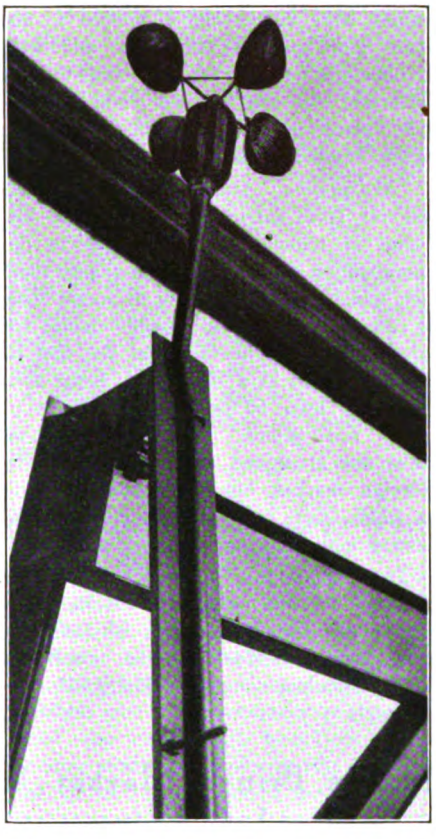


FIG. 6—HERE THE ANEMOMETER IS SHOWN INSTALLED JUST BELOW THE TRUSS OF A COAL BRIDGE

This arrangement effectively prevents the bridge from being moved in severe winds.

The bridge control switchboard used in connection with the anemometer deserves some mention. It is so arranged with a master controller for each end and a limit switch geared to the truss that it limits and automatically corrects any dangerous degree of skew; it is impossible for an operator to get the bridge into a dangerous position recklessly or carelessly. When a certain set degree of skew is reached, control is taken away from the operator and the bridge automatically brings itself back to a safe position; the operator can not interfere with or prevent this automatic action.

Destruction of bridges of the pivoted skew type almost invariably is caused by excessive skew positions which destroy the track runways and cause severe strains and failure of the supporting legs. A bridge that has thus gone down is practically a total loss, since every member is bent or distorted and the whole structure has to be torn apart and then reassembled with a large percentage of new parts. The direct loss on a modern bridge may be easily $300,000 or $400,000. The indirect loss due to reduced capacity or tieup of the dock may run into millions of dollars. One mining company states that the loss of its bridge would completely shut down its operations and cost $2,000,000 in production before it could be replaced.

Since the wind is not steady, but generally variable as the graphic records show, it is reasonable to assume that a control system that will keep the bridge square or within a safe degree of skew has a good chance of saving the bridge even though one end should be blown out of control momentarily. If the bridge can be kept square there is good possibility that it can be brought to a stop and locked to the rails. Stopping of the bridge is assisted further by the use of automatic electrically operated and electrically heated sand boxes which release sand to the driving wheels in starting and stopping and when the degree of skew reaches the danger point. This triple combination of electrical anemometer, automatic skew correcting controller, and electrically operated sanders effectively safeguards the bridge against storm damage.

Board Extends Oil Carrying Contract

The shipping board has entered into a further contract with the Texas Co. for the transportation of case oil from U. S. gulf ports to South and East African ports during the last half of the present year. This is an extension of the contract made with the Texas Co. at the time the South African service of the shipping board under the managing agency of the Mallory Transport lines, 11 Broadway, New York, was inaugurated. This South African service, according to the shipping board, is making such satisfactory progress that it has become necessary to add an additional steamer to the fleet already employed in this trade, and if cargo continues to offer at the present rate it will be necessary further to increase the service during the last half of this year.

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Marine Insurance Market Is Dull

Underwriting Field Feels Effect of Restricted Trade —Foreign Companies Also Find Business Slow

MARINE insurance activity is at a very low ebb and underwriters generally report that although the summer months are usually dull, the past few weeks have been slower than even the worst seasonal slackness. Whatever business there is, not much of it is being written in the New York market. For the last few years, however, marine insurance has been uneven, good in spots and bad in others; it is hoped that the present lack of business is merely the temporary slack which will be followed by a brisker volume, but there are indications of uneasiness. An underwriter, who is as well informed as any in the business, expressed the opinion that the marine insurance underwriter might just as well take another hitch in his belt because it will be a long time before his desk is swamped again with policies.

"There can be no doubt that the present scale of prices in this country, due to the high cost of production, puts us at a considerable disadvantage in the export of manufactured goods," he said. "That our export of manufactured products will continue to decline in comparison with the export trade of other countries seems certain and the more progress Europe makes in getting on her feet the more competition will this country feel in her export of manufactured goods." The only encouragement that this insurance man sees is that with the increased buying power of Europe and the expansion of trade, there will be a greater demand for our raw produce such as copper, cotton, grains, etc.

* * *

Finds Foreigners Take Heavy Risks

LAWRENCE J. BRENGLE, chief underwriter of the American Marine Insurance syndicates in his annual report covering the activities of Syndicates "B" and "C", just made public, shows the innumerable obstacles that the insurance business has had to overcome during the past year and expresses little encouragement that conditions will be better during the balance of this year. In his report, which has caused much interest in underwriting circles and among persons interested in the future of marine insurance in this country, Mr. Brengle says in part:

"The past year, from an hull underwriting standpoint, has been a trying one and any deductions that we may make are not reassuring, although there is comfort in the belief that rates and values have reached their lowest ebb and will, or should, improve from now on. The value of tonnage steadily declined from the beginning of 1921 until the latter part of 1922, when, as far as insured values were concerned, it seemed to remain more or less stationary, and will, I hope, materially improve, but this is uncertain, and any upward trend will not take place until the world's commerce again resumes a more normal condition.

"At present, underwriting conditions are far from satisfactory due to the low value of tonnage and the complete demoralization of the foreign insurance market, which has been willing to accept risks at rates which leave no possible chance for profit owing to the fact that the cost of repairs is still at a high level, being estimated at least 50 per cent in excess of prior war prices. In consequence we have not attempted to compete with the foreign market, but have endeavored to maintain fair rates and conditions consistent with good underwriting principles."

The underwriting exhibit for the syndicates showed premiums written of $3,653,475; return premiums of $296,144; total losses $1,924,048. The syndicates had a premium reserve of $1,352,967 (unearned).

* * *

Shows British Market Is at Low Ebb

CONDITIONS in Great Britain are as bad as they are in the United States, Sir Edward Mountain, chairman and managing director of the Eagle, Star & British Dominions company told shareholders of the company at a recent meeting. Commenting on the hull situation, he said:

"A very large number of steamers have been renewed, but not by us, at values and rates below those ruling in 1914, and we fail to understand the reason for this, bearing in mind repair bills, which are still in the region of 50 per cent over prewar cost and that steamers are nine years older." As to cargo writings, he said:

"Competition has been very keen. I can safely say that underwriters have never had during the last quarter of a century such a difficult market to deal with as at present. There is no doubt, in my opinion, that the marine insurance market is in a very unsatisfactory condition, and I do not think that we have got to go very far afield to seek the cause.

"Owing to the worldwide depression there is, to start with, less business to go around, and although the large number of mushroom companies which sprang up after the war have ceased to exist, many large and wealthy companies have, during the last few years entered this market."

* * *

Seek Refund for War Losses from Germany

MANY billions of dollars are being sought by insurance companies from Germany on account of damages sustained through submarine warfare during the war and their claims are now in the hands of the mixed claims commission which has before it a bill amounting to $1,479,064,313. Among the most prominent insurance company claimants are, Globe & Rutgers, $7,000,000; Chubb & Son, $5,644,000; Atlantic Mutual, $5,106,000; Federal, $4,695,000; Aetna, $4,154,000; Boston Insurance Co., $3,310,000; United States Lloyds, $2,109,000; Firemans Fund, $2,500,000 and the American Equitable, $3,430,000.

* * *

Trade Groups Unite to Stop Pilferage

THE pilferage situation is again occupying the attention of underwriters as well as many trade organizations. In an effort to cope with the situation members of various bodies have through co-operation planned a campaign to check the evil which during the past few months has steadily been growing worse. About three years ago, the situation was as bad as it is at the present time and the insurance companies tried to cope with it themselves. Their efforts were fairly successful and there was a marked reduction in pilferage claims. The efforts of the underwriters were generally directed toward better packing, it being realized that the shipping of packages in insecure boxes invited pilfering while strong well built containers offer little encouragement for breaking open and require time.

The present move is being sponsored by the Merchants association, New York; the National Council of American Importers and Traders, Inc., the New York Board of Trade and Transportation, the Crockery Board of Trade and the Manufacturers Export association. At the first meeting of representatives of these organizations there were in attendance of-

Generated on 2024-08-28 00:25 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

ficers of the police organizations of railroads, detective organizations, customs brokers and a number of underwriters who have been watching closely the pilferage situation.

It was agreed at the meeting that the only way to solve the problem is by a relentless fight to apprehend the criminals responsible. The establishment of an organization to deal with pilfering and follow through the apprehension of those responsible for the enormous losses sustained was among the recommendations. It was suggested that this organization be drawn up on lines similar to the American Bankers association and the Hotel Men Protective association. Better packing was discussed as was a suggestion to require the bonding of all and every truckman. A definite program is now being worked out which will be presented to foreign trade organizations probably some time in September. Further conferences are scheduled before the final plans are drafted.

* * *

Give Highest Rating to Leviathan

AT A MEETING of the classification committee of the American Bureau of Shipping, qualifications of the LEVIATHAN for equitable rating were considered. The result was that the giant vessel received the very highest classification. It was agreed that on her trial trip the LEVIATHAN had fulfilled the most rigorous requirements. Underwriters are much interested in the vessel and are loud in their praise of her reconditioning and the high efficiency of her fire detecting apparatus.

* * *

Adopts Rules on General Average Contributions

THE English Association of Average Adjusters has adopted the following resolution, copies of which have been received in insurance offices in this country:

"That the following rule be added to and form part of rule and practice number 40; that in practice, in applying the above rule for the purpose of ascertaining the liability of underwriters for contribution to the general average and salvage charges, deductions shall be made from the insured value of all losses and charges for which underwriters are liable and which have been deducted in arriving at the contributory value.

"That in practice, the cost of fire insurance on cargo at port of refuge shall be allowed in general average when the cost of storage is treated."

The following resolution was adopted as probationary rule of practice:

"That, unless otherwise expressly provided, the interest accrued on deposits on account of salvage and/or general average and/or particular and/or other charges, for the balance of such deposits after payments on account (if any) have been made, shall be credited to the depositor or those to whom his rights in respect of the deposit have been transferred."

* * *

Makes Foreign Managing Contract To Aid Sales

AN ARRANGEMENT whereby the London Assurance Co. will act as underwriting manager for the foreign business of the Automobile Insurance Co., has just been consummated and is regarded as the most important move made so far this year among marine insurance companies. By this agreement, the Automobile will have the advantage of a splendid worldwide plant and will make the Hartford company an even more formidable factor in the field than it has been in the past. The Automobile Insurance Co. has been writing marine business for about eight years and has been placing on its books a good volume of premiums. By the new arrangement it will greatly increase its volume, it is anticipated.

* * *

May Enter Mexico to Write Marine Risks

REPORTS received in New York are to the effect that the Automobile Insurance Co. of Hartford, Conn., plans to enter into Mexico to write marine business only. The company is known to have been studying the conditions in that country and it is believed that as a result of its investigation it has found that the present time is ripe for its entrance. Another company, the New Zealand, is said to have withdrawn from marine business in Canada.

* * *

On Lookout for Boats Violating Liquor Laws

UNDERWRITERS are scrutinizing with unusual care all applications for marine cover on vessels operating at the mouth of the Columbia river. Most of the applications describe the occupation of these craft as "fishing", but underwriters are much interested in finding out just what kind of fishing is meant and satisfying themselves that it is not in contradiction to the prohibition laws of the United States. It is a well known fact that some of these boats are engaged in rum running and sometimes an applicant for insurance is frank enough to admit it when applying for insurance. Insurance is being written on some of this craft but of course confiscation is not included in the coverage.

British Liner Grounds in Bermuda Channel

The VAUBAN of the Lamport & Holt line, in putting into Bermuda on her voyage from South America to New York, had the misfortune to ground on a reef in Bermuda channel early on the morning of July 9. Early attempts made to float the liner at high tide, were unsuccessful but she was finally released. The accident seriously blocked the channel into the port, making it impossible for the FORT ST. GEORGE from New York to enter. Reports by divers indicated that the VAUBAN was not seriously damaged. The VAUBAN is the second ship recently to strike the rocks in the channel, as the Royal Mail liner CARAQUET grounded about two weeks ago. The CARAQUET has been abandoned. It is understood that the VAUBAN, carrying passengers and freight, left Buenos Aires on June 21 bound for New York and made the stop at Bermuda to discharge her liquor supply before entering the territorial waters of the United States.

White Star Liner Forced to Pay Bonus

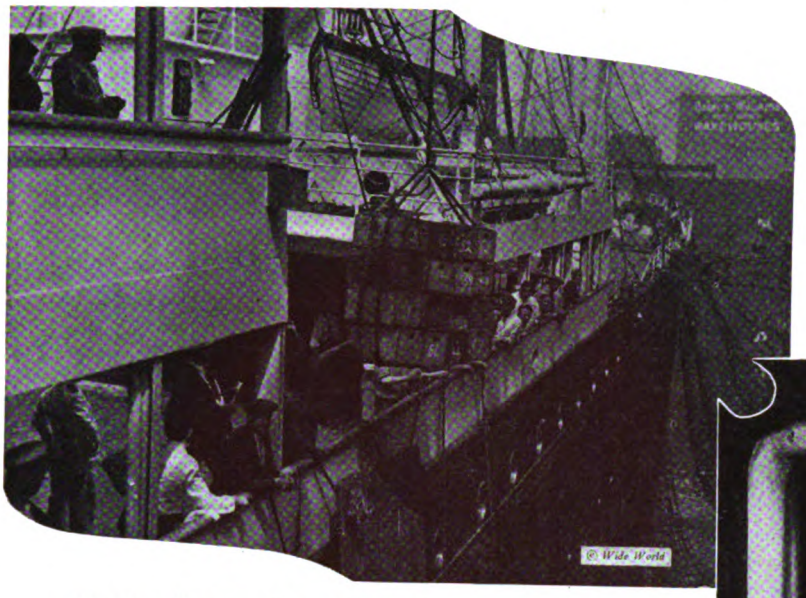
Though signed on the articles in Southampton to make a round voyage on the White Star liner PITTSBURGH, at a wage of £14, 10s., per month, 24 firemen and coal trimmers refused duty on July 4, just before the vessel was due to sail for Cherbourg, Southampton and Bremen, carrying 450 cabin passengers. These men demanded a bonus of £5, equivalent to about $21, for the run. On the other White Star liners, the fire room crews had previously demanded £2 and £3 bonuses and the company had been compelled to pay it. An attempt was made to place on board other men to take their places, but without success, and the officials were finally compelled to submit to the bonus demand. Scheduled to sail at noon, the PITTSBURGH got away at 4 o'clock. According to British laws, refusing duty on board a British ship is punishable by imprisonment at the end of the voyage.

Leviathan's First Voyage Brings in $520,000

The LEVIATHAN sailed at 11 o'clock on the Fourth of July from New York bound for Cherbourg and Southampton. She carried on this initial voyage 817 first, 450 second and 450 third-class passengers, who had paid according to A. D. Lasker, special commissioner appointed for the voyage by President Harding, a total of $500,000. An additional $20,000 was received for carrying about 7000 sacks of mail. Thus her first voyage receipts aggregated $520,000.

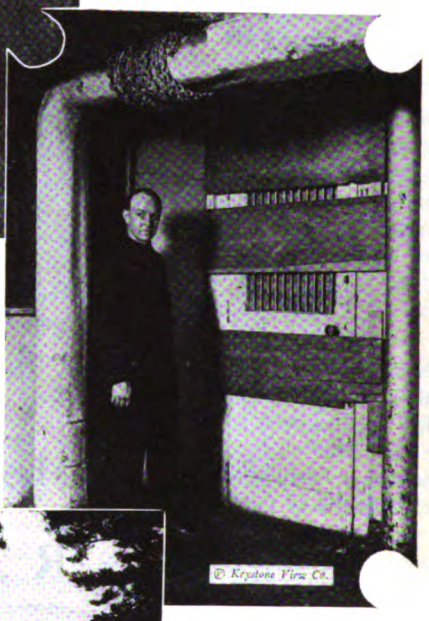
Generated on 2024-08-28 00:25 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Photographs from Far and Near



Foreign liners which decided to test how seriously the American government would enforce the supreme court ruling extending the prohibition law to all ships, had their wish satisfied. The liquor was seized, the view showing removal from British steamer Baltic.

Sealed door to wine room on British liner Berengaria which was later broken by United States custom officers and the liquor removed.



Japanese steamer landing passengers at Omimaiko, one of eight scenic points on Lake Biwa.

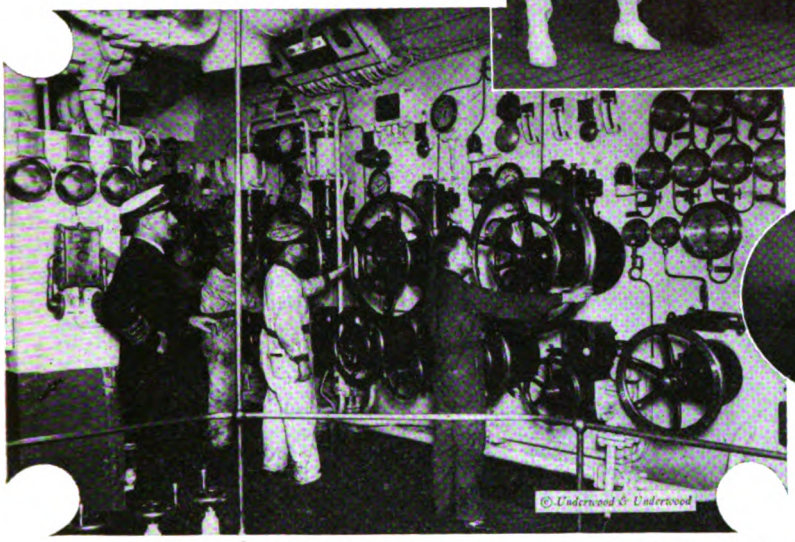
Two views of Boston harbor showing this busy commercial district as viewed from a tower of the Federal building.

Mississippi river traffic has made comfortable gains in the last few years, principally from improved barge service for quicker handling of freight. The typical river steamer still is needed as shown by this view at left of the S. S. Majestic under the Eads bridge at St. Louis.

Generated on 2024-08-28 00:16 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

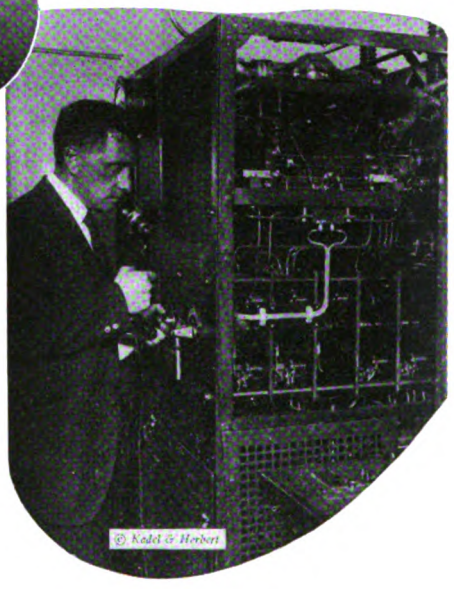
Latest Marine News in Pictures

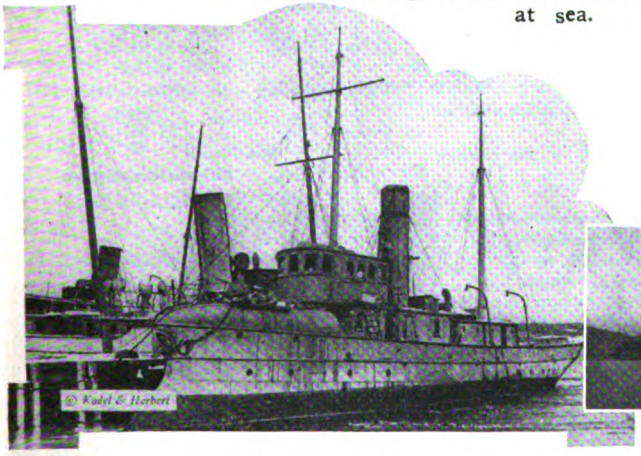
Trial board which supervised the many tests made on the great liner Leviathan during her trial trip. They are, seated, left to right: H. Brown, Capt. C. A. McAllister, Capt. R. D. Gatewood (Chairman), Capt. W. E. Griffith, and Capt. A. S. Hebble; standing: J. F. Metten, Capt. J. E. Bailey, C. S. Greason, secretary.



Engineers at instrument board of S. S. Leviathan on her trial trip. Chief Engineer, R. L. Harrison at extreme left. View at right shows Lieut. John R. Irwin, first radio operator of the Leviathan which set on her trial trip a record for volume of radio messages at sea.

White sailed junks at sundown on Japan's beautiful inland sea.





Japan's inland sea is a bit of fairyland, a mirror reflecting the beauties of its quaint junks and barks.

Discovery of gold in northern Labrador has attracted a number of prospectors to that desolate coast. The view above shows the S. S. Petrel fitting out at Halifax.

Head of tidewater navigation on the San Joaquin river at Stockton, Cal. Nearly two million tons of freight and a quarter million passengers are carried on this river annually.

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Will Urge Greater Use of Barge Canal

The New York board of trade and transportation announced early in July that a convention would be called some time within the next two months for the purpose of discussing ways and means of increasing the use of the barge canal and the volume of its business. It is stated that the convention will be held under the auspices of the New York State Barge canal conference of which Frank S. Gardner, 41 Park Row, is secretary. Manufacturers' organizations and shippers will be invited to send their delegates. Mr. Gardner is reported to have stated that the canal last year could have carried several times more freight if there had been sufficient properly adapted boats.

During June, shipping board steamers carried 63 per cent of the cotton shipped from Gulf ports to foreign countries. In the past two years, the shipping board has steadily improved its services from Gulf ports and is now operating regular and frequent sailings from the Gulf to Continental Europe, United Kingdom, Mediterranean, Orient and Africa. For the coming cotton season, the board is placing a considerable number of additional steamers in the gulf service.

Charles T. Taylor, secretary and treasurer of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, died on June 13.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to July 12, 1923, on Future Loadings

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel
Liverpool	1s 6d	$0.40	$0.20	$0.15	$0.30	$0.60	$7.00T
London	1s 6d	0.40	0.20	0.15	0.30	0.60	7.00T
Christiania	$0.15	0.40	0.40	0.22	0.42½	0.85	8.00T
Copenhagen	0.14	0.40	0.40	0.21	0.42½	0.85	8.00T
Hamburg	0.08	0.27½	0.25	0.16	0.37½	0.75	7.00T
Bremen	0.08	0.27½	0.25	0.16	0.37½	0.75	7.50T
Rotterdam	0.10	0.25	0.25	0.16	0.35	0.70	7.00T
Antwerp	0.08	0.27½	0.25	0.16	0.35	0.70	7.00T
Havre	0.10 to 0.12	0.40	0.22½	0.23	0.40	0.75	8.00T
Bordeaux	0.10 to 0.12	0.40	0.22½	0.23	0.40	0.75	8.00T
Barcelona	0.22	12.00T	0.50	7.50T	—12.00T—		10.00T
Lisbon	0.20	0.65	0.50	7.00T	—20.00T—		7.00T
Marseilles	0.14 to 0.15	0.55	0.50	5.60T	—20.00T—		5.00T
Genoa	0.15	0.50	0.35	0.30	0.40	0.80	6.00T
Naples	0.15	0.50	0.35	0.30	0.40	0.80	6.00T
Constantinople	0.23	15.00T	0.75	0.32½	—20.00T—		8.00T
Alexandria	0.25	15.00T	0.75	0.32½	—20.00T—		8.00T
Algiers	0.20	0.75	0.75	0.30	—20.00T—		10.00T
Dakar	.....	14.50T	.....	15.00T	—20.00T—		10.00T
Capetown	9.00T	15.00T	15.00T	9.00T	—15.00T—		10.00T
Buenos Aires	.....	20.00T	.....	.....	—20.00T—†		6.00T†
Rio de Janeiro	.....	21.00T	.....	7.00T	—21.00T—†		6.00T†
Pernambuco	.....	22.00T	.....	9.00T	—22.00T—†		8.00T†
Havana	0.17½ to 0.22½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*
Vera Cruz	0.20	0.30	0.35	0.25	0.52½	1.05	0.30
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T
San Francisco	.....	0.40	.....	0.69	.....	2.00	0.30
Sydney	.....	18.00T	.....	18.00T	18.00-24.00		9.00-12.00T
Calcutta	.....	16.00T	.....	15.00T	—16.00T—		10.00T

T—Ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	14	6
Coal, South Wales to Near East	11	6
Coal, United Kingdom to Hamburg	5	0
Coal, United Kingdom to Alexandria	11	0
Coal, United Kingdom to Rotterdam	4	10
Coal, United Kingdom to Buenos Aires	16	0
Iron ore, Bilbao to Middlesbrough	7	0
General British market, six months time charters, per ton per month	6	0

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.50 to 7.50
South California	7.50 to 8.50
Hawaiian Islands	10.00 to 10.50
New Zealand	15.00 to 16.00
Sydney	15.00 to 16.00
Melbourne-Adelaide	15.00 to 17.00
Oriental Ports	11.50 to 15.00
Oriental Ports (logs)	18.00 to 19.00
Peru-Chile	13.00 to 15.00
South Africa	19.00 to 20.00
Cuba	13.00 to 16.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range	$11.50 to 13.50
Baltimore-Boston range (ties)	11.00 to 12.50
Buenos Aires	14.00
Flour and Wheat	
Oriental Ports (net ton)	$ 6.00
U. K. and Continent (gross ton)	33s to 38s
General Merchandise	
Oriental ports	$9.00
Steel	
Oriental Ports	$5.00T to 7.00T
Cotton	
Oriental Ports	35c to 50c per cwt
Apples	
United Kingdom	90 cents per box
Copper	
Oriental Ports	$5.00
Box Shooks	
Oriental Ports	$10 measurement ton
Metal Junk	
Oriental Ports	$10.00
Scrap Copper	
Oriental Ports	$5 00
Salt Herring	
Oriental Ports	$8 measurement ton
Machinery	
Oriental Ports	$7.00
Automobiles	
Oriental ports	$8.00

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July 1	$8.10	$1.26½	4.75 cents
Oct. 13	8.55	1.45	5.50 cents
Jan. 11, 1923	7.90	1.50	4.75 cents
April 11	6.75@7.50	1.76½	5.10@5.35c
June 9	5.50@7.25	1.76½	4.90 cents
July 11	5.50@7.00	1.76½	4.40@5.50c

At Philadelphia

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July 1	$8.00	$1.15	4.25 cents
Oct. 13	8.30	1.47	5.00 cents
Jan. 9, 1923	7.30@8.00	1.57½	5.00 cents
April 10	6.00@6.50	1.87	5.10 cents
June 9	5.50@6.50	1.72	4.50 cents
July 9	5.25@6.25	1.62@1.73	4.35@4.60c

Other Ports

Boston coal, per ton	$ 9.00
Boston, oil, f. a. s., per barrel	$1.57
Hampton Roads, coal, per ton t.i.b.	6 00
Seattle, coal, per ton	7.50 to 8.50
Cardiff, coal, per ton	26s
London, coal per ton	32s
Antwerp, coal, per ton	33s

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

World Unrest Retards U.K. Ships

Exchange Difficulties Restrict Trade—Lifeless Freight Markets Await Reparations Solution — Proposed Shipping Legislation

BY CUTHBERT MAUGHAN
Shipping Editor, The Times, London

THERE is no escaping the fact that conditions in the freight markets, which began the year quite hopefully, have gone from bad to worse. They were deteriorating in the first three months of the year, and during the last quarter extreme dullness has set it. At the time of writing, cargo shipping is suffering from severe depression. We are now approaching, and, indeed, are very close to the period of the year which may normally be regarded as the quietest. This is the period when the bulk of the great crops of the world have been shipped and the new crops are not yet available for transport. But natural conditions of this kind could have nothing to do with the stagnation of the last quarter, and they do not account for the present inactivity. Even abnormal demand from Germany for coal, which was a feature of business in the first quarter of the year, seems to have died down. The causes of the depression are far easier to discover than to cure. The diagnosis of the world's troubles stares business men in the face. The troubles are the aftermath of the war which came to an end four-and-a-half years ago. They are due to the financial chaos which still rules on the continent. There is not merely no stability, which is a fundamental essential for commerce. There are the wildest movements in the rates of exchange. The German mark slides down precipitately to lower and still lower depths and now and again temporarily recovers some of the loss. It is impracticable for business men to keep pace with the movements, or to attempt to enter into speculative transactions in which the mark is any factor at all, unless, of course, they are prepared to gamble heavily.

Happily the British Isles, although very heavily burdened with taxation, have escaped the appalling troubles which have overwhelmed some of the continental countries. Into the causes which have kept the country solvent, in spite of the enormous financial burdens assumed, it is not necessary here to enter. The outstanding fact, as far as commerce is concerned, is that the country can afford to pay for what it really needs. It can still buy the crops of the great producing countries, but its purchasing power can not prove sufficient to absorb the exportable supplies of the producing lands.

The production of these countries has been developed on the basis that the continental nations would be able to go on purchasing their share. Much of the commerce of Britain has been built up by financing and shipping these requirements and, inevitably, the dislocation on the continent has very seriously affected the trade of this country.

It is well recognized that a certain amount of speculative dealing is essential to the establishment of any market. There must be men and firms who will buy commodities without having in sight any immediate purchasers. By such transactions trade has been centered in London. Cargoes of grain and other commodities have been bought and rebought in course of passage, with the knowledge that comparatively near to London were vast consuming areas in Europe, and that if buying from one quarter should subside, demand from another would spring up. Buying for immediate consumption is not adequate to keep a large market employed.

Thus was commerce carried on before the war. It received its sudden and violent check in August, 1914, and it has never fully recovered. The difficulties of finance in Germany have been accentuated as the ever increasing issue of paper currency became further and further removed from the real assets to which the currency was originally anchored. Today the men who would buy for the purpose of forming a market have no means of knowing what, is any, currency will be available for the purchase of commodities in Germany, and even in the case of other continental countries they can not know how the course of the exchanges will tend. Were they to base their transactions on receiving payment in continental currencies, they might find the whole of the profit on which they have calculated in the transaction wiped out, or they might even find themselves involved in heavy loss. In such circumstances it may well seem better for them to do nothing than to run the risk of such results. Buyers abroad, if required to pay in sterling or in dollars, can not tell how much in their currency the transaction will cost them. Buying is reduced to a minimum. It is strictly of a hand-to-mouth kind. Commerce is waiting on events which are subject to great political considerations, some of which business men do not profess to understand.

Everywhere in business circles hopes are cherished that the latest proposals for solving the reparation problems on the continent will be successful. Only when these questions have been disposed of satisfactorily can there be any real hope of a large revival of commerce in Europe. It stands to reason that once commercial channels now practically

British Shipping Index

PRICES OF REPRESENTATIVE SHIPPING SECURITIES IN 1923

(Second Quarter)

Securities	Highest	Lowest
Cunard £1 shares ..	£ s d 1 5 3 (April 13)	£ s d 0 19 9 (June 21)
Furness, Withy £1 shares	1 16 10½ (May 19)	1 14 3 (April 11)
P. & O. deferred £100 stock.....	353 0 0 (April 26)	312 0 0 (April 21)
Royal Mail S. P. C. £100 stock	97 10 0 (June 8)	91 10 0 (April 20)

SHIP CONSTRUCTION IN UNITED KINGDOM, SECOND QUARTER, 1923

	Gross tons
Tonnage launched	238,121
Tonnage commenced	238,638
*Tonnage building, June 30.....	1,337,759

*Includes 130,000 tons of construction suspended.

SHIP MANAGEMENT FACTS IN SECOND QUARTER OF 1923

	Highest	Lowest
Time Charter Rates	£ s d	£ s d
Ordinary British steamers per ton, deadweight per month.....	0 4 0	0 4 0
Voyage Rates		
Plate-United Kingdom grain, per ton....	1 16 3	1 0 0
Australia-United Kingdom grain, per ton	1 15 0	1 11 0
Cuba-United Kingdom sugar, per ton....	1 3 0	0 18 6
South Wales-Buenos Aires, coal, per ton	0 14 6	0 13 6
Chile-United Kingdom-Continent nitrate, per ton	1 12 9	1 12 6
Coal		
Best Welsh large S. Wales, per ton.....	2 5 0	1 12 6
Oil		
Per ton at Port Said	4 5 0	4 5 0
Wages		
A. B. seamen, per month	10 0 0	9 0 0
Firemen, per month	10 10 0	9 10 0
Assistant stewards, per month.....	9 5 0	7 10 0
Boatswains, per month	11 10 0	10 10 0

As the result of discussions between representatives of the owners and the employes, the rates of all grades of the men afloat were reduced, as shown, as from April 16.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

closed are reopened, the revival of trade should be very marked. It is true that stocks of many commodities have accumulated, and that for some time to come the existence of these supplies will be a factor tending to restrict the level of prices. Yet, as far as shipping is concerned, it will be much to get these into circulation. The relation between stocks of commodities and prices, although of great importance to merchants, need not closely concern managers of shipping. Even when financial problems are in active course of solution there may be difficult times for merchants and producers, but these smaller questions of price will automatically solve themselves. As stocks are absorbed, prices will move upward and, already, as in the case of wool, of which two or three years ago there were gigantic stocks, those countries which have been able to pay for their needs have shown a really remarkable power of absorption. Some of the continental countries are hungry for goods, and when once they have the power of purchase their demands must be very great indeed. In that belief lies one of the best hopes of better trade in the not too far distant future. Further in the distance is Russia which, as she gradually emerges from the effects of her economic disasters, should once again be an important factor in the world's trade.

Search Shows Market Dull

At present, business men can not do much more than urge upon the politicians the need of settlement, and offer all their services in assisting the solution of economic questions. The business men see what is needed, but the statesmen must take the leading part in devising the solution. Today a visit to any shipbroking firm in London which has in the past done a large general business would show unmistakably that there was very little demand for tonnage. Whether it be in the market for ships to load grain or nitrate from South America for Europe, or in the eastern trades, any active inquiry is practically nonexistent. Then a visit to the dealers in these commodities would also show that there was remarkably little buying. Germany may need nitrate to fertilize her soil, but she is not in a position to pay for it.

The ramifications of the deplorable financial conditions on the continent are world wide. In shipping, the ordinary cargo or tramp steamers are the first to feel it. They are like the cabs on a rank which wait without result for someone to employ them. The would-be buyers of the raw materials are not in a position to acquire the supplies, and so the tramp steamers are unemployed. For a while the owners keep them waiting in port in the hope that, sooner or later, some remunerative freight will be offered. The simile of the cabs on the rank still holds good. After a time when employment is not offered, owners find the holding of the vessels in readiness to answer any call a rather too costly matter. There are dues to be paid and, likewise, the officers and crews. So, after a time, the owners decide to reduce the cost of maintenance, and they lay up their vessels in some protected waters. The vessels still involve their owners in expense, but in not so much when they are moored in charge of caretakers as when they have all their crews on board.

The figures of laid up tonnage in the United Kingdom were showing a reduction down to the beginning of April. The total number of vessels of all nationalities laid up idle in the ports of Great Britain and Ireland had been reduced, according to the figures of the Chamber of Shipping from 712, representing 1,307,000 tons, on Jan. 1, 1922, to 411 vessels, of 732,000 tons on Jan. 1, 1923, and then to 321 vessels, of 546,555 tons on April 1 last. These are, at the time of writing, the latest figures available. The figures for April, evidently, reflected the abnormal demand from Germany during the first quarter of the year for coal imports. It is hardly to be expected that the next figures when issued, will show any further reduction, and they may well show an increase. There are frequent reports at the present time of the relaying up of tonnage.

While the ordinary tramp steamers may be the first to feel the effect of quiet trade, they are not alone the sufferers. The buying of the produce of countries abroad, being severely restricted, the purchasing power of those countries is reduced. They no longer have the means of paying for the manufactures of the highly developed industrial nations. The manufactures are largely carried in the regular liners and these begin to feel the effect of the falling-off in demand. They have felt it unmistakably this year. Outward from the United Kingdom their cargoes have been scanty. Homeward, the demand for space has been reduced, although it may happen that when there is so little employment for steamers to bring full cargoes of produce there may be, perhaps, a rather larger number of "parcels" offered for shipment by the vessels regularly in the service.

A small demand for space means low freights and during recent weeks, in the North Atlantic trade especially, some very low freight rates have been accepted for parcels of grain by the regular liners. No class of shipping which is concerned with the carriage of cargo has escaped the depression. In times like the present, the tramp owner may decide to reduce his loss by laying up his vessels. The manager of the liner company tries to keep as many of ships in service as long as practicable.

The liner companies pride themselves on the regularity of their services and they try to maintain them with a view to, as much as possible, conserving their connections. That is one reason why, in order to try to cover their expenses, they will accept cargo at very low rates.

Managers of liner companies are, like those responsible for tramp steamers, closely concerned in the solution of the financial problems of the continent. In the North Atlantic trade practically alone are there large vessels which are mainly dependent on passenger traffic. The problems of the North Atlantic companies are somewhat different from those of companies engaged in the long-voyage routes. The North Atlantic passenger trade is largely a seasonal one, and it will have been noticed that there has been an increasing tendency on the part of the companies to find employment for their great ships during the winter months in world pleasure cruises.

May Improve in Autumn

The most that can be said for cargo shipping is that, with the solution of the world's financial difficulties, trade should improve. It remains to be seen if this solution will be found in time for advantage to be taken of the new supply of crops in the autumn. Shipowners and shipbrokers can not look for much real activity in July and August. When September is reached it will be apparent to what extent success has crowned the attempts to set the European house in order.

Quiet though market conditions have been, there has been plenty of activity in those quarters where strenuous efforts have been made to reach a settlement of the questions which have from time to time arisen respecting terms of shipment. These matters do not only concern the shippers of goods and the carriers. They also closely affect bankers who finance the shipments and the underwriters who insure them. One of the principal aims of the discussions of the last three years has been to set out, more or less precisely, the conditions on which goods are carried. There are certain eventualities from which it is generally admitted shipowners should be exempted from liability, because these occurrences are quite outside their control. The sound principle seems to be that the shipowner should assume such responsibilities as will insure that he and those he employs will exercise reasonable care. It is incontrovertible that the only way of insuring the exercise of diligence in any work is that there shall be liabilities attaching to its due performance. Without such

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

responsibilities there is nothing to insure that even reasonable care will be taken. But when such safeguards have been provided in the sea transport of goods, it is clearly more economical that the risks of other eventualities shall be assumed by those who are able to specialize in providing insurance cover at the lowest rates, that is, underwriters.

If, therefore, it can be definitely agreed what are the liabilities incurred by shipowners and from what they are relieved, the provision of insurance against the rest will be a comparatively simple matter. The underwriters have, in the past, objected to shipowners exempting themselves from particular risks after the underwriters had accepted insurance for periods of six or twelve months on the understanding that the shipowners had assumed them. Bankers have contended that their security was invalidated if shipowners suddenly exonerated themselves without warning by special clauses in bills of ladings, from particular risks, and that the financing of merchandise would be put on a more satisfactory footing is it was generally and definitely known precisely what were and were not the obligations of sea carriers.

Fix Owner's Responsibilities

The discussion on this subject during the past three years between the various interests led to the convention approved at a conference held at Brussels last autumn at which many nations were represented. It was then proposed that the various governments which were represented there should each introduce legislation giving effect to the terms of the convention. In accordance with this scheme, a measure entitled the Carriage of Goods by Sea bill was introduced in the British parliament early in April.

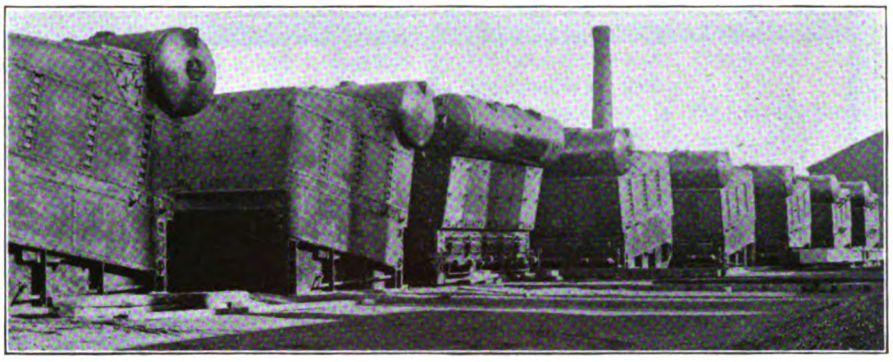
Although the terms of the measure had been discussed repeatedly by many trade interests, certain questions were then raised, especially on behalf of the British coal export trade which represents in volume the largest British export trade. Further discussions were held and then the government decided to refer the whole matter to a committee of both houses of parliament. This committee has just started to hear evidence, and it is hoped by those who support the measure—and their number is very large—that the committee will be able to satisfy itself that all considerations have been fully taken into account and that the bill, with probably certain amendments, may be passed by the house of lords this summer. The summer vacation will then intervene, and it will thus be necessary to postpone the introduction of the measure in the house of commons until the autumn session. If, as is quite likely, that house should approve the bill, it would duly be passed into law by the end of the year. In that event a long step forward will have been taken to determine the conditions on which goods are carried by sea.

It is usual for measures to be introduced first in the house of commons and then to be referred to the house of lords, the measure being read three times in each house. Owing, however, to representations to the government from various commercial interests that the proposed measure should be considered at the earliest time and to the congestion in the house of commons, the government decided to introduce it first in the house of lords. It is understood that a similar measure giving effect to the convention has been introduced in United States and hopes are expressed that other nations will follow suit.

As to the desirability of the application of the measure to the liner trades there is no question as regards terms of shipment in this country. The tramp tonnage trades which are, as a rule, subject to charter parties, are, it is suggested in some quarters, in a rather different position. But it may be argued that if some bills of lading were to be issued subject to the terms of the convention and some were not, there would be an end to the ideal of uniformity to which much value is attached by merchants, bankers, and underwriters.

British shipowners have been much attracted to the financial legislation in United States which provides that there shall be exempt from taxation the earnings of shipping belonging to nations which extend a similar exemption to shipping owned in the United States. Sir Robert Horne, who was chancellor of the exchequer last year, was urged late in the discussions to accept the offer, and this year Mr. Baldwin, the prime minister and chancellor of the exchequer, has also been urged to do so. No provision was made for this in the finance bill when introduced this year, but Mr. Baldwin is understood to have expressed himself favorably toward the idea, and the matter has now reached the stage of discussions between representatives of the shipping industry and the taxation authorities as to the wording of a suitable clause. This, it is hoped, may shortly be introduced in parliament and duly passed.

Shipping managers have been much worried by the taxation of the alleged earnings in various countries at which vessels call in the course of a voyage, and it is contended that the adoption of the plan of single taxation in the country of ownership would be in the best interests of all concerned. It is also hoped that the adoption of reciprocity between the United States and Britain in this matter would lead to the adoption of reciprocity on the subject by all maritime nations.



EIGHT WATERTUBE BOILERS READY FOR INSTALLATION IN COASTWISE LINER

Install Big Battery of Watertube Boilers

The accompanying illustration shows the complete battery of eight watertube boilers recently installed in the steamer PRISCILLA of the New England Steamship Co. These boilers replace the 10 Scotch boilers formerly in the vessel and are of Babcock & Wilcox, 4-inch tube type, having each 3275 square feet of heating surface and 103 square feet of grate surface, or a total for the eight boilers of 26,200 square feet of heating surface and 824 square feet of grate surface.

The boilers were completely erected at the Bayonne, N. J., works of the Babcock & Wilcox Co. and shipped by lighter to the yards of the New England Steamship Co. at Newport, R. I., where the installation was made. This is the fourth reboiler job of this nature made on New England Steamship Co. vessels, the other steamers being the PLYMOUTH, NEW HAMPSHIRE and MOHEGAN.

The liner ALBERT BALLIN recently completed for the Hamburg American line was turned over to her owner late in June and sailed on her maiden trip to New York, July 5.

The new liner SAARBRUCKEN for the North German Lloyd was launched at Bremen on June 28.

Generated on 2024-08-28 00:26 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Eight Boats Added to Fleet Handling Lake Iron Ore

BY A. J. HAIN

The steamer CHARLES M. SCHWAB is the eighth boat having a carrying capacity of 12,000 tons of iron ore to be added to the Great Lakes fleet this year. Eleven smaller boats have been taken out of the service

THE launching of the steel freighter, CHARLES M. SCHWAB, for the Interlake Steamship Co., Cleveland, June 30, has directed attention to the remarkable progress in iron ore transportation on the Great Lakes. The advancement in this branch of industry necessarily has kept pace with developments in mining and in the manufacture of iron and steel, although the manufacturer sometimes may fail to note all that is being done toward insuring a continuous flow of raw material to his plant.

The CHARLES M. SCHWAB has a capacity for carrying 12,000 tons of ore and is one of eight steamers of similar size and capacity added to the ore fleet this year. While these new and larger boats have a total trip capacity of 96,000 tons, the elimination of small steamers and barges, with a capacity of 56,000 tons, leaves a net gain of 40,000 tons. Eleven boats have been taken out of the ore trade this season, the smallest being capable of carrying only 2100 tons, and the largest, a barge, being rated at 6600 tons.

Twenty-five years ago an average shipment of iron ore in a season on the lakes was approximately 10,000,000 tons. Today about 55,000,000 tons is considered a normal amount. A single fleet, that of the Interlake company, comprising 51 boats, and being second largest on the lakes, now is capable of transporting 10,000,000 tons of ore in a season.

The combined trip capacity of the Interlake fleet is 414,400 tons. If the boats were to go light to the head of the lakes, and make 25 trips in the months open to navigation, they could carry 10,360,000 tons of ore. If some of them were required to go only as far as the Michigan shipping points they could make more trips and the amount of ore handled would be larger. In service many of them carry coal when returning North. If all of them were to do so, the number of trips made in an average season would be reduced to about 19. Still, they would be capable of carrying 7,873,600 tons of ore. The tonnage of coal moving through the Great Lakes is less than half of that of the ore brought down, and for this service some smaller vessels not engaged in the ore trade are available.

The fleet of the Pittsburgh Steamship Co., subsidiary of the United States Steel Corp, is the largest operating on the Great Lakes. It includes 78 steamers and 21 barges, the 99 boats having a total trip capacity of 808,400 tons. If the same basis for figuring theoretical ore capacity as outlined is applied in this case, the corporation's fleet will be found capable of carrying 20,210,000 tons of ore in a season. In 1901 the total movement of ore from the Great Lakes district reached 20,848,483 tons.

The corporation's ore shipments normally are equal to about 45 per cent of all that is moved to furnaces. Its vessel capacity falls short of its ore require-

First Ship To Be Named for Schwab

THROUGH all of his associations with the Carnegie Steel Co., the United States Steel Corp., and the Bethlehem Steel Corp., Charles M. Schwab declined the opportunity, many times offered, of having a boat named in his honor. The steamer launched for the Interlake Steamship Co., at Cleveland June 30, is the first to bear his name.

Bethlehem's acquisition of more than 75,000,000 tons of iron ore in the Lake Superior district through recent purchases and mergers explains the significance of this event. The accompanying article sets forth the new relationship of iron ore mining to vessel transportation on the Great Lakes. As for the steamer CHARLES M. SCHWAB: *"I feel highly honored," said the chairman of the Bethlehem corporation, "I hope she will have smooth sailing."*

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

ments, so that it is necessary to contract for additional capacity which it does generally among so-called "outside" vessel interests, not affiliated directly with iron and steel producers. In recent years, some of the steel corporation's ore was carried in steamers owned by the Interlake company, but the latter now has need for all of its capacity. The Interlake is controlled by Pickands, Mather & Co., which has extensive mining and iron and steel manufacturing affiliations.

Bethlehem's acquisition of the Midvale Steel & Ordnance Co.'s properties added about 53,500,000 tons of Lake Superior iron ore to its holdings, and its purchase of the Lackawanna Steel Co., gave it 25,500,000 tons more. Its lake ore interests have become closely identified with those of Pickands, Mather & Co. This company now is lake agent for the Bethlehem company. H. Coulby, president of the Pittsburgh Steamship Co., is a partner in Pickands, Mather & Co. Thirteen boats in which Bethlehem acquired an interest when it took over Midvale properties are being operated by the M. A. Hanna Co. These boats have a total trip capacity of 135,900 tons.

Mergers in the iron and steel industry generally have been associated with or followed by similar regroupings in the transportation field.

Composition of Lake Iron Ore Fleet

	No. of vessels	Capacity per trip	Average size
Pittsburgh Steamship Co.	99	808,400	8,166
Interlake Steamship Co.	51	414,400	8,126
M. A. Hanna Co.	26	257,400	9,900
Hutchinson & Co.	23	189,800	8,244
Great Lakes Steamship Co.	20	163,100	8,150
G. A. Tomlinson	17	156,100	9,182
Cleveland-Cliffs Iron Co.	16	140,900	8,806
Boland & Cornelius	16	139,900	8,744
Oglebay, Norton & Co.	12	96,500	8,042
Wilson Transit Co.	10	84,700	8,470
Reiss Steamship Co.	8	65,300	8,162
Shenango Steamship Co.	5	58,200	11,640
H. K. Oakes	5	53,000	10,600
Becker Steamship Co.	6	45,300	7,550
H. & G. M. Steinbrenner	5	44,700	8,940
Interstate Steamship Co.	4	44,000	11,000
H. H. Brown & Co.	4	38,200	9,550
A. T. Kinney	4	35,100	8,775
D. Sullivan & Co.	3	24,500	8,166
C. O. Jenkins	3	27,100	9,033
Morrow Steamship Co.	4	26,600	6,650
Valley Camp Steamship Co.	4	23,300	5,750
Paisley Steamship Co.	4	23,100	5,775
J. J. Barlum	2	18,300	9,150
Brown & Co.	2	15,200	7,600
H. L. Shaw	2	13,600	6,800
C. W. Bryson	3	13,200	4,400
Wisconsin Steel Co.	1	10,500	10,500
R. M. Sellwood	1	7,500	7,500
A. E. R. Schneider	1	3,000	3,000
	361	3,040,900	8,423

Achievements in the production of pig iron which in turn have called for larger consumption of iron ore have indicated that the time is not far distant when records now considered extraordinary will become customary. In May, 1923, when the peak figure in pig iron output—3,866,386 tons—was attained, the consumption of Lake Superior iron ore in the blast furnaces of the United States was 6,118,540 tons. This was at the rate of 73,422,480 tons of ore in 12 months. Would the Great Lakes ore fleet have sufficient capacity to handle such a tonnage? The theoretical capacity of the 361 vessels now in the trade is 76,022,500 tons, and moreover many additions are likely to be made before the usual ore movement reaches that proportion.

The average capacity of the 381 vessels now in the ore trade is 8423 tons. In 1895 the average cargo shipped from the Lake Superior district was 1800 tons; 10 years later the average was 6101 tons; in 1915 it was 6841 tons, and in 1922, 8207

AT THE LAUNCHING OF THE STEAMER CHARLES M. SCHWAB

A large number of men prominent in ore mining, the iron and steel industry and Great Lakes transportation attended the ceremony at Cleveland, June 30. In the above group, left to right, are: Charles M. Schwab; Mr. Schwab's niece, Mrs. Eurana Neeland, who christened the boat; H. Coulby, president of the Pittsburgh Steamship Co.; Samuel Mather, senior partner in Pickands, Mather & Co.; H. G. Dalton, partner in the firm, and William Livingstone, president of the Lake Carriers' association. Mr. Coulby also is a partner in Pickands, Mather & Co.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

tons. The total capacity per trip of all the vessels is 3,040,900 tons of ore. In 1913 the total was 2,836,700 tons. The war brought a large number of additional boats into the trade, and by 1917 the total capacity per trip was 3,113,200 tons. The elimination of boats shortly after brought the figure down to 3,015,900 tons in 1920, and in 1922 the total was 3,007,400 tons.

The launching of the steamer CHARLES M. SCHWAB was somewhat like a punctuation point in the story of Lake Superior iron mining and the advance of marine transportation. The SCHWAB is of the same general description as regards size and capacity as the Pittsburgh Steamship Co.'s HATFIELD and LINDABURY, launched earlier in the season at the Lorain, O., yards of the American Shipbuilding Co.

She is 600-foot overall length, 580-foot keel, 60-foot beam, and 32-foot depth. She has 18 cargo hatches, and like some of the other boats rated at 12,000 tons is able to carry 13,000 tons under certain conditions. She has a thoroughly modern equipment.

The launching was attended by Charles M. Schwab, chairman of the Bethlehem corporation, in whose honor the steamer was named, and a notable group of other leaders in the iron and steel industry. The event emphasized the new mutuality of interests in Lake Superior iron ore and Great Lakes transportation.

Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

P. V. G. MITCHELL, manager of the Red Star line made the round trip on the maiden voyage of the BELGENLAND of the Red Star Line. Mr. Mitchell, in a speech at a dinner on the new liner to American and foreign representatives of the press, stated that the production of the BELGENLAND in such complete and elaborate detail was possible through the skill and genius of British ship-

P. & A. Photos

P. V. G. MITCHELL

builders, American dollars and the courage and foresight of P. A. S. Franklin, president of the International Mercantile Marine Co. Mr. Mitchell further stated that American press reports of conditions in the Ruhr gave a grossly erroneous conception of the actual conditions in this region. He had personally made repeated trips across the border of the disturbed section without the slightest hindrance. Conditions in this section do not in the slightest interfere with free travel by Americans or other nationals to any part of Europe.

* * *

BERT E. HANEY, Portland, Oreg., was sworn in July 2 as a member of the shipping board succeeding GEORGE E. CHAMBERLAIN, also from Portland, resigned. Mr. Haney was appointed to fill out the unexpired portion of Mr. Chamberlain's 4-year term which commenced June 9, 1921. He is a lawyer, having formerly been United States district attorney for the district of Oregon. He will succeed Mr. Chamberlain as the member of the shipping board in charge of the bureau of law.

* * *

GEORGE D. MARTIN was elected secretary and treasurer of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, on June 28.

* * *

F. N. BUSH, formerly Portland, Oreg., agent for Sudden & Christenson, has been appointed northwest manager with headquarters at Seattle.

* * *

JAMES P. HALLORAN has established headquarters at Seattle where he is stationed as northwest manager for the Bayside Steamship Co. which recently established a new freighting service between Puget sound and California ports.

* * *

W. A. STRANGE has been appointed agent at Seattle for Struthers & Barry, representing Moore & McCormack.

* * *

HUGH F. DONNELLY, for the past few years connected with the operating department of the shipping board in Boston, has been named superintendent of piers for the shipping board at the army base, South Boston. He succeeds CAPT. E. H. PILLSBURY.

* * *

CLAUD B. KING, San Francisco, vice president of the Pacific Mail Steamship Co., has been elected general chairman of the westbound Pacific conference,

EDWARD WILDING

Managing Director of Harland & Wolff, Ltd., Belfast, Ireland, who recently visited this country

embracing practically all the transpacific steamship services. GEORGE E. CHAPIN, San Francisco, is the new vice chairman, and E. J. A. WATTS, also of the Pacific Mail company, was elected general secretary at a recent meeting at Seattle.

Generated on 2024-08-28 00:25 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

DEPRECIATION in the value of ships has enabled some bargains to be obtained by fortunate buyers. The most striking recent example is the purchase by the King line of four Greek steamers, each of an average of about 8000 tons deadweight. The vessels were sold by auction, realizing the following values: STATHIAS, built in 1920, sold for £41,000; TRIALIS, built in the same year, for £42,500; AMHATIELOS, built in 1919 for £38,500 and the CEPHALONIA, built in the same year for £36,750. The price works out at £5 per ton, comparing with £36 when the vessels were sold by the shipping controller in 1920 when ships were bringing fancy prices.

Incidentally the sales show the astuteness of the shipping controller who clearly foresaw the pending depreciation of tonnage values. Another noteworthy point is that the ships were of the "standard" type, which has since become unpopular. The buyers well recognize that as they have been laid up for some time, considerable sums will have to be spent upon them in refitting, but at the same time it is a profitable investment for the buyers.

* * *

ONE of the conditions of the peace treaty with Germany was the handing over to the British admiralty of a number of floating docks. One of these was considered to be the largest in the world. But three of the sections had been rendered useless by the Germans and when the government sought to dispose of the dock, the sale did not come off, apparently because of the cost involved in repairs. Recently, however, Chatham dockyard has undertaken the job itself, having 800 men at work on building the new sections, the first of which is to be ready in the autumn. It is understood that the dock is intended for the new British naval base at Singapore. Each of the sections will be 160 feet long, 85 feet wide and over 100 feet high, and when completed the dock will be able to accommodate the largest battleships afloat.

* * *

WHILE it is unusual for biographies to be read during the lifetime of the subject, an interesting exception is the book published by Lady Yarrow, entitled *Alfred Yarrow and His Life Work*. Doubtless the work has lost some of its personal interest through the elimination, by Sir Alfred himself, of certain personal details, but the book is still of great interest, especially to his confreres in the industry.

Sir Alfred Yarrow, chairman of Yarrow & Co. Ltd., Glasgow, founded the firm of Yarrow & Hedley, London, in 1866 and after some early struggles a real forward movement was secured when the firm built one of the earliest steam launches which led to the building of light boats having a shallow draft. In 1875 the first torpedo boat carrying the torpedo on a fixed projecting spar was produced. Speed was constantly increased until eventually 40 knots per hour was realized.

When the war broke out, Sir Alfred, who in 1906 had removed to Glasgow, placed all his designs at the disposal of the admiralty and later instituted the system of rewards for those who spotted and caught submarines, a plan which had important results. During the war, the Yarrow yard alone built 29 destroyers.

* * *

LORD KYLSANT, G. C. M. G., chairman of Elder-Dempster & Co., Ltd., gave some interesting information at the annual meeting, calling attention to the fact that in some cases freight rates are lower than they were in 1914, notwithstanding the fact that the cost of carrying on a steamship service with British vessels is now nearly double what it was in prewar days. The company specializes on business with West Africa and to compensate for the lack of railway facilities for carrying goods to the coast, it has introduced a fleet of 190 motor lorries operating over 900 miles of roads in the Gold Coast. In the cocoa trade, these lorries have been utilized to a large extent. Lord Kylsant forsees great possibilities in connection with the development of a large coal field in Nigeria, although that field at present is practically undeveloped, solely, in his lordship's view, because it is the property of the British government, instead of being available for private enterprise.

* * *

THE British treasury has agreed on the recommendation of the Trade Facilities act advisory committee to guarantee the principal and interest of a loan not to exceed £2,300,000 to be raised by the Royal Mail Steam Packet Co. and to be expended in Great Britain in connection with the construction of three ships for the company. It was explained in parliament by the financial secretary that the object of the act is to provide work for the people of the country. The amount of money and work included in the loan is to be expended on plates from iron and steelworks in Great Britain which are to be taken to Belfast for building the ships by Harland & Wolff.

* * *

PENINSULAR & ORIENTAL CO. has recently placed orders with Harland & Wolff, Belfast, for constructing at that firm's Greenock yard two passenger steamers of 15,200 tons. A third ship of the same type will be constructed by Hawthorne, Leslie & Co. at Newcastle. The Greenock yard has also an order for a 10,000-ton passenger steamer. All the new vessels, which are intended for the India mail service will have reciprocating engines and will be fitted to burn oil fuel under Scotch boilers.

* * *

COAL export business has been greatly retarded by the lack of siding accommodation, particularly at Newport and Cardiff in South Wales. The recent enormous shipments have altogether outgrown the wharfage accommodation, and plans have been evolved for laying down at the Alexandra dock, Newport, sidings sufficient for accommodating three day shipments with room for an additional 4000 railroad cars. At Rogerstone, some little distance away, a shunting yard will give space for another 1400 cars and gravity will be made use of in shunting operations. Sidings are also projected at Cardiff docks for a further 2500 cars.

Consolidated 5 per cent bonds to the amount of $1,022,000, of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, which matured on July 4, were paid off out of current earnings, according to a statement by the American Ship & Commerce Corp., the holding company. The Girard Trust Co., Philadelphia, trustee under the mortgage, made the payment.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Late Decisions in Maritime Law

Legal Tips for Shipowners and Officers

Specially Compiled for Marine Review
By Harry Bowne Skillman
Attorney at Law

LEAKAGE of a vessel resulting from structural defects, which manifested themselves under ordinary conditions of severe weather, damage to the cargo can not be held to be due to perils of the sea within the exemptions of section 3 of the Harter act, unless due care to render the vessel seaworthy be shown.—LAKE ALLEN, 274 *Federal Reporter* 873.

* * *

"Shipping articles constitute a contract executed by and between the master of the vessel, as agent for the owners, and each member of the crew shipped before a United States shipping commissioner. The master *virtute officii* employs and discharges the seamen, and the seamen when discharged must be discharged before a shipping commissioner. Any other discharge is wrongful. Shipping of seamen in the coastwise trade is not covered by these regulations, but the master and seamen may voluntarily use shipping articles before a United States shipping commissioner."—Hughes v. Southern Pacific Co., 274 *Federal Reporter* 876.

* * *

Where an agreement to deliver compressed cotton to a steamship company for shipment from New York guaranteed the cotton to be of a density of a certain number of pounds to a cubic foot—the purpose of the guaranty being to insure the steamship company as to the amount of cargo space to be occupied by the shipment—the New York system of measuring a bale of cotton (around the bulge of the cotton between bands) should be adopted rather than that in use at the place where the cotton was compressed and other southern ports.—Barber Steamship Lines, Inc., v. N. P. Sloan Co., 274 *Federal Reporter* 365.

* * *

Under the British law, seamen on a British vessel, who were wrongfully discharged and whose contract was broken, are entitled to recover wages, transportation and maintenance.—CITY OF NORWICH, 274 *Federal Reporter* 374.

* * *

Where cocoanut oil was received for shipment in good order, a provision of the bill of lading reading "leakage of contents at owner's risk" does not absolve the carrier from liability arising from negligence, or want of exercise of due diligence, in properly stowing the cargo.—KOREA MARU, 274 *Federal Reporter* 509.

* * *

A ship whose charter is in the ordinary West Indian form was held in the case of FORT MORGAN, 274 *Federal Reporter* 734, to be liable to the charterer for damage resulting from her late arrival at a wharf for loading bananas, due to delay caused by her negligent stranding, it being shown that in accordance with the custom of the trade the bananas had been cut before the ship would in ordinary course call for them and were ready at the wharf for loading.

* * *

United States revised statutes, section 4530, as amended in 1915, entitling seamen, on arrival at port in the United States, to "one-half of the wages which he shall have earned," on demand from the master, gives to seamen on such demand the right to one-half of the wages earned and still due them, and not merely one-half of the total wages earned since the voyage began.—Low Ling Sing v. Standard Transportation Co., 274 *Federal Reporter* 1017.

* * *

"Where the services of the salvor vessel have been accepted, and she is able and willing to do everything that is necessary to complete the salvage, but is dismissed or superseded for reasons of convenience or economy of the vessel in distress, the services rendered are salvage services and should be rewarded to the same extent and in the same degree as though the service were completed, having regard, of course, as in all salvage cases, to the risks actually encountered in the service and to the time and expenses incurred. That this rule should obtain is in the interest, not alone of commerce, but to encourage assistance to life and property when either are in danger * * : for otherwise, having regard to the frailties of human nature, there would be little inducement to the masters of vessels to engage in such undertakings and to imperil their own vessels and endanger their own lives if the reward were contingent, not only upon success, but also upon the whim of the owner or master of the vessel in distress. * * There is scarcely a part of the broad ocean now to which one vessel may not call another at any moment and secure assistance between suns. The use of wireless makes it improbable, indeed almost impossible, that under ordinary conditions of distress or damage to ship machinery help may not be had before serious danger is encountered. These facts should be taken into consideration in fixing salvage awards, and instead of the amount being based upon the theory of prize money or bonus, it should be more nearly based upon the principle of compensatory service, plus, of course, a reasonable reward to insure willing service"—MANCHESTER BRIGADE, 276 *Federal Reporter* 410.

* * *

The provision in a bill of lading, excusing failure to discharge cargo in case of "war, hostilities, civil commotion, disturbance, blockade, or interdict of the port of discharge, warlike or naval operations or demonstrations or ice or closure by ice, or other circumstances (whether existing or anticipated.)" does not excuse a failure to discharge occasioned by congestion, due to a deficiency of wharves, warehouses, or lighters. The words "civil commotion" and "disturbance," as used in such provision, referred to political disorders which prevent the ship from safely approaching the port or from getting assistance in loading or discharging from those on shore, and did not relate to congestion or crowding due to an economic disturbance that resulted in merchants being unable to pay for goods and remove them from berths and warehouses.—POZNAN, 276 *Federal Reporter* 418.

* * *

Under a contract for the transportation from San Juan to New York of plaintiff's output of sugar for a term of five years, at a specified rate, providing that the contract is to be fulfilled on the steamers of defendants or steamer chartered by them, defendants were not relieved from performance by the fact that their steamers were requisitioned by the government for two years for war purposes.—Societe Anonyme des Sucreries de Saint Jean v. Bull Insular line, 276 *Federal Reporter* 783.

* * *

Services of a master stevedore are not necessaries, within the maritime lien act of 1910, which gives a lien for repairs, supplies, and other "necessaries" furnished to a vessel; "necessaries," as so used, includes only the outfitting of a ship, as opposed to her carriage of freight.—MUSHEGON, 275 *Federal Reporter* 117, 348.

* * *

The object and purpose of congress in passing the act of Dec. 26, 1920, providing for the treatment in hospital of diseased alien seamen, was not to enact a seamen's benefit statute, but to supply an omission in the existing immigration law (act Feb. 5, 1917), and to make certain of the provisions of that law applicable to cargo vessels as well as to passenger ships; the said act applies to hospital expenses of members of a crew of an American vessel who are aliens, but can not be construed to require an American vessel to return an alien who shipped on her at New York and was taken sick on a return trip at Norfolk to the country from whence he originally came, if a cure could not be effected within a reasonable time.—Castner, Curran & Bullit, Inc., v. Hamilton, 275 *Federal Reporter* 203.

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Late Decisions in Maritime Law

Legal Tips for Shipowners and Officers

Specially Compiled for Marine Review
By Harry Bowne Skillman
Attorney at Law

IF A voyage can not be completed, or is ended by mutual agreement, the former articles are of no effect upon the future status of the crew, who are free, it was held in Shanley v. United States, 274 *Federal Reporter* 691, to make a new contract with the captain, if he has the authority so to do. "In the case at bar," said the court, "if the captain voluntarily and with knowledge of the circumstances terminated the voyage and entered into a new agreement with the same men, as a new crew for a new voyage, this, in the absence of express restriction of his authority, known to those dealing with him, would be sufficient as the basis for a valid agreement. But if the crew either knew that the captain had not the authority to terminate the voyage and to make a new contract, or if they were aware of facts affecting the validity of such new contract, they can not insist upon the enforcement of the new and invalid agreement. * * * A port of refuge is not a port of destination. Delays occurring during the voyage, from perils of the sea, and circumstances attendant upon the subject matter of the contract itself, must necessarily be in the minds of the parties to the contract, and the duration of the contract must, therefore, be prolonged to such an extent as will make it safe and possible, within reasonable limits, for the voyage to be terminated. A crew can not leave a ship at an unreasonable place, with the voyage unfinished, even if the delay has been caused by such negligence on the part of the captain or the owners that the voyage would, except for such negligence, have been terminated at a port of destination. Nor can the crew leave the vessel while in distress and with the voyage undetermined, solely because of their desire to make a new contract. * * * The court is unwilling to find that seamen may thus arbitrarily compel or coerce the captain of a vessel into yielding to their terms."

* * *

The prohibition of the export of coal by the government excuses the charterer for failure to furnish a cargo of coal as provided by the charter, although if such prohibition had not been issued, it would for other reasons have found it impossible to furnish a cargo, Hellenic Transport Steamship Co. v. Archibald McNeil & Sons Co., Inc., 273 *Federal Reporter* 290.

* * *

A steamship's duty, in connection with an alleged theft of jewels on board of the vessel and a search of the staterooms of certain passengers by police officers at the port of destination, extended equally to all its passengers, as well to the passenger alleging theft as to the passengers suspected of stealing them, and to the larger body of passengers not involved in the controversy, but who might have been endangered or delayed, if the officers of the ship had undertaken to resist or obstruct the investigation of the occurrence by the police. The captain of the ship, to whom complaint of the theft was made, and who refused to order a search of the passengers or of the staterooms of suspected persons, could not, consistently with his duty to the passengers, undertake to prohibit the complaining passenger from sending a radiogram to the police authorities at the first port which the steamer should reach informing them of the alleged crime and any grounds of suspicion which she entertained concerning it, nor was it the duty of the captain to ascertain that such a message had been sent, and to inform the suspected persons thereof, which would only have enabled them, if guilty, to destroy the evidence of guilt and defeat the ends of justice—Murphy v. New York & Cuba Mail Steamship Co., 273 *Federal Reporter* 305.

* * *

United States revised statutes, section 4529, providing that seamen shall be entitled to two days' pay for each day's delay in payment of wages after discharge, beyond the time therein fixed, is not applicable to foreign vessels.—City of Norwich, 273 *Federal Reporter* 304.

* * *

Supplies for the restaurant of a passenger ship are necessaries for which a maritime lien against the ship may be maintained.—Penn, 273 *Federal Reporter* 990.

* * *

The rule that tugs engaged in moving a ship may be chargeable with fault for a collision, where they join in a maneuver which they know to be improper, applies when the tugs are jointly co-operating, sharing in the general direction of the maneuver, or by mutual agreement delegating their common duties to one of their number. It does not apply when they are operating under the orders of the ship, and not among them, either jointly or severally, assuming any responsibilty for the means or the result.—Beaverton, 273 *Federal Reporter* 539.

* * *

A charter party with a provision that the charterer shall provide and pay for fuel oil does not take away from the master the authority conferred by act of June 23, 1910, Chapter 273, Section 2, upon the master to bind the ship. "It regulates the rights as between the owner and the charterer," it was held in the case of Portland, 273 *Federal Reporter* 401, "but as to third persons the right of lien is not affected." It was then held that the master could bind the vessel for fuel oil and that a lien could be asserted therefor. It was further decided that a provision in the charter party giving the charterer a lien on the vessel for advances made, but not determined, did not impliedly deny the authority of the master to bind the vessel for fuel furnished.

* * *

Special care should be taken in the stowage of a cargo where there is a particular danger; if the season of shipment increases the danger, increased caution in stowage is required to offset the danger.—Tamba Maru, 274 *Federal Reporter* 696.

* * *

Though a charter party does not contain an express warranty of her seaworthiness, general fitness for the use, if known, for which the boat was chartered, is implied on the part of the owner, and it incurred the risk of loss or injury, not due to negligence of the charterer, to the boat incident to that use.—Penn Builders & Supply Co. v. Braeburn Steel Co., 274 *Federal Reporter* 794.

* * *

In ascertaining the value of salvage services, it is fair to consider the difficulty of safely handling the distressed vessel and the risk run of injury to the salving vessel. Applying this principle, it was held in the case of Western Pride, 274 *Federal Reporter* 920, that an award of $50,000 was not excessive, where a vessel of the value of $1,830,000 in a helpless condition because of defects in machinery, was towed for a distance of 800 miles to enable her to get to port, although there was no evidence of immediate danger of loss of the vessel, but considerable skill was required of the salvors, and they had to undergo considerable danger, and their expenses for delay amounted to $11,000.

* * *

Provision of a charter party that freights (hire) shall be "all prepaid without discount on signing bills of lading" was construed in the case of Aktieselskabet Bruusgaard v. Standard Oil Co. of New Jersey, 274 *Federal Reporter* 996, and it was held that it does not mean that the charterer must collect the freight in advance and may, therefore, sign bills of lading, but means that the master only shall sign, and was intended to protect the ship's hire against the charterer. The master, by receiving goods over the rail, it was said, does not ratify any unknown bill of lading signed by him per the charterer and given to the shipper, and on which the freight was paid to the charterer.

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	466	1,799,908	518	2,075,654
May	500	1,849,548	501	1,874,019
April	469	1,818,531	467	1,788,555
March	477	1,764,093	494	1,857,212
February	395	1,437,919	413	1,529,096
January	423	1,679,843	439	1,690,010
December, 1922.	397	1,569,778	473	1,819,341
November	426	1,626,068	463	1,805,798
October	452	1,846,327	467	1,848,637
September	519	1,985,981	542	2,104,884
August	515	1,772,837	508	1,865,798
July	509	1,928,541	520	1,977,690
June	486	1,718,879	551	2,070,048

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	102	257,507	69	191,633
May	105	267,441	82	207,209
April	87	218,177	83	229,333
March	111	306,580	76	209,261
February	67	160,678	54	139,701
January	98	287,240	64	182,402
December, 1922..	78	209,962	63	167,736
November	75	221,130	78	241,326
October	80	205,137	73	202,326
September	103	261,963	74	224,079
August	104	273,123	76	222,478
July	116	307,058	84	248,337
June	103	282,251	83	233,964

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923.....	36	107,218	66	190,218
May	62	188,850	93	286,420
April	21	65,350	73	212,453
March	16	51,333	71	200,858
February	8	24,958	42	130,121
January	14	41,127	44	121,152
December, 1922..	19	52,716	40	137,081
November	6	21,036	38	118,738
October	17	44,423	46	149,670
September	5	22,051	45	132,751
August	15	43,887	51	158,879
July	22	62,986	55	158,254
June	22	73,791	56	175,961

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923.....	59	204,204	65	227,566
May	64	230,778	69	244,321
April	61	199,831	63	227,467
March	50	168,399	71	237,195
February	47	165,333	60	214,686
January	51	156,249	65	216,083
December, 1922..	54	187,648	68	234,385
November	42	154,024	42	154,280
October	59	159,855	69	261,687
September	52	163,697	65	233,079
August	65	221,288	68	219,326
July	64	194,586	55	191,574
June	51	182,219	47	161,761

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923.....	140	407,872	135	406,138
May	156	476,041	160	468,248
April	159	470,698	138	416,969
March	123	375,762	117	354,803
February	80	240,133	94	275,291
January	115	322,661	110	306,393
December, 1922..	110	322,948	104	380,616
November	114	361,162	132	403,593
October	97	289,239	101	304,431
September	107	333,387	112	298,444
August	110	326,163	106	300,080
July	103	320,104	90	280,394
June	99	280,002	118	333,877

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	36	147,186	39	184,732
May	29	133,752	37	159,393
April	32	141,569	31	133,950
March	28	129,070	30	138,428
February	26	120,548	39	156,258
January	27	125,551	36	155,129
(Inclusive of Domestic)				
December, 1922.	201	560,159	198	564,367
November	138	374,871	139	374,871
October	164	417,901	148	406,498
September	159	375,340	159	382,079
August	162	396,363	153	387,908
July	140	373,211	137	371,526
June	139	384,290	137	354,702

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	230	584,271	226	572,211
May	221	550,817	237	603,128
April	234	612,572	237	623,539
March	253	648,990	269	682,080
February.	204	559,638	206	539,965
January	242	713,589	233	695,524
December, 1922.	211	543,884	222	573,111
November	220	598,306	219	599,150
October	239	630,306	235	625,605
September	212	555,017	223	571,299
August	249	625,819	250	629,150
July	227	570,709	236	601,740
June	253	596,752	234	587,483

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	176	319,135	128	176,853
May	159	328,183	108	176,845
April	106	328,372	67	197,510
March	106	330,766	51	139,776
February	102	323,880	48	128,949
January	148	429,849	61	160,090
December, 1922.	138	383,366	61	181,975
November	130	357,264	59	123,255
October	149	408,855	91	217,899
September	193	511,027	101	248,328
August	192	449,871	116	203,774
July	159	324,795	94	229,492
June	137	169,015	94	161,888

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	64	136,311	61	132,863
May	74	167,509	74	174,851
April	85	199,871	82	163,074
March	88	203,032	88	206,285
February	83	186,479	72	160,777
January	77	145,151	67	153,001
December, 1922.	66	123,746	56	119,821
November	68	147,775	53	130,769
October	59	143,207	52	110,398
September	66	121,037	51	85,801
August	60	112,431	65	137,552
July	79	152,475	73	138,543
June	77	153,357	76	141,413

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	87	212,483	53	175,799
May	78	246,275	53	179,360
April	87	269,264	72	165,302
March	115	251,459	90	185,155
February	86	148,957	83	137,564
January	91	153,564	92	141,332
December, 1922.	133	132,114	76	83,537
November	110	111,803	111	112,934
October	117	115,548	138	94,522
September	61	127,969	96	133,561
August	52	143,931	43	117,758
July	44	125,139	48	138,275
June	48	109,261	38	90,915

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	93	105,045	93	102,123
May	97	102,033	95	101,422
April	84	85,964	83	88,475
March	91	88,639	90	83,220
February	69	68,735	64	68,658
January	89	81,622	86	79,210
December, 1922.	74	77,623	78	85,839
November	69	71,740	70	71,705
October	61	67,755	64	77,225
September	57	64,645	59	62,676
August	65	69,962	61	65,883
July	67	80,673	67	85,336
June	60	73,308	58	73,842

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923....	7	22,613	8	25,941
May	8	16,470	11	17,781
April	22	75,012	29	100,274
March	29	94,128	31	83,391
February	33	91,190	36	100,312
January	49	144,429	42	126,949
December, 1922.	48	144,019	48	136,247
November	22	45,567	21	46,755
October	27	60,114	22	49,594
September	32	68,125	27	57,609
August	28	42,746	28	47,459
July	19	39,950	20	39,571
June	11	16,601	15	21,765

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
June, 1923....	27	77,392	31	90,636
May	26	67,494	23	63,395
April	26	81,582	27	83,365
March	31	95,905	30	89,323
February	31	87,315	31	87,703
January	28	93,564	28	93,587
December, 1922	22	66,619	17	57,279
November	14	41,665	15	40,606
October	19	52,065	19	46,054
September	26	68,878	26	73,540
August	22	63,662	22	59,974
July	23	66,833	23	61,655
June	11	24,870	20	53,367

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net tonnage
June, 1923....	77	178,013	82	209,893
May	78	181,759	97	256,745
April	65	162,317	77	209,388
March	58	170,841	97	287,278
February	48	146,944	76	233,591
January	69	219,967	89	282,889
December, 1922.	64	214,952	79	260,159
November	56	174,964	87	304,352
October	59	156,587	85	260,702
September	48	144,403	56	187,724
August	59	180,814	63	203,194
July	52	165,276	50	186,201
June	61	193,016	61	200,957

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
*June, 1923....	113	320,911	110	311,706
May, 1923....	16	58,889	21	72,663
April	17	62,287	22	84,940
March	16	69,514	22	78,124
February	13	46,219	18	66,446
January	12	47,848	25	97,674
December, 1922	13	46,245	31	104,065
November	18	63,016	32	106,367
October	24	91,306	26	103,602
September	27	106,768	36	129,215
August	20	77,251	23	86,510
July	14	53,112	15	57,109
June	26	101,597	41	156,405
May	12	50,553	23	84,617

*Inclusive of domestic.

Generated on 2024-08-28 00:24 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Marine Business Statistics Condensed

Port Traffic Record

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923	49	72,875	50	197,081
May	54	60,640	50	182,691
April	47	72,722	55	119,521
March	54	69,428	51	135,906
February	49	50,379	48	167,872
January	49	36,744	52	146,532
December, 1922	58	70,948	53	195,322
November	65	72,192	63	215,043
October	55	57,106	53	168,254
September	43	46,600	43	97,005
August	35	40,503	32	63,281
July	29	30,909	32	73,299
June	38	48,938	36	74,798

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923	52	161,207	57	174,651
May	59	187,057	64	206,089
April	58	191,158	56	188,376
March	64	188,176	55	169,005
February	52	172,273	44	142,554
December, 1922	59	210,778	65	218,274
November	42	143,551	47	154,010
October	68	227,039	66	217,502
September	53	158,181	57	168,681
August	69	227,941	70	224,654
July	88	296,956	82	270,263
June	81	271,752	87	285,633

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1923	10	33,783	12	41,352
March	8	31,910	8	34,367
February	17	56,353	10	39,840
January	13	45,175	12	52,651
December, 1922	6	23,609	8	29,871
November	11	47,565	10	31,470
October	9	31,293	9	31,232
September	30	84,037	13	40,223
August	18	61,741	11	38,649
July	10	19,279	7	22,228
June	10	31,095	7	17,423
May	14	49,985	13	37,000
April	9	24,854	7	31,049

Soo Canal Commerce

Freight movement through the Soo canals in June was 13,749,923 net tons. The heavy demand for lake freight which has kept the vessels busy all season is disclosed by the following record of June shipments for the past seven years:

	Net tons
June, 1923	13,749,923
June, 1922	8,066,117
June, 1921	8,079,476
June, 1920	10,647,819
June, 1919	11,219,416
June, 1918	11,999,520
June, 1917	13,225,163

Last year June shipments were only 8,066,117 net tons. Wheat shipments last month were double those of a year ago while iron ore moved from 6,617,660 net tons a year ago up to 9,222,722 net tons. Coal shipments are much heavier, the June total being 2,727,737 net tons of bituminous and 296,138 net tons of anthracite against shipments a year ago of 247,542 net tons of bituminous and none of anthracite. The following table shows the Soo canal commerce so far this season, divided by commodities both east and west bound:

EASTBOUND	
Lumber, M feet B. M.	42,453
Flour, barrels	2,122,960
Wheat, bushels	62,560,520
Grain, bushels	21,071,796
Copper, net tons	18,342
Iron ore, net tons	15,304,007
Pig iron, net tons	4,953
Stone, net tons	2,410
General merchandise, net tons	10,178
Passengers, number	4,583
WESTBOUND	
Coal, soft, net tons	5,350,094
Coal, hard, net tons	537,598
Iron ore, net tons	57,183
Manufactures iron and steel, net tons	26,581
Salt, net tons	24,901
Oil, net tons	32,917
Stone, net tons	223,069
General merchandise, net tons	164,059
Passengers, number	4,926
SUMMARY	
Vessel passages, number	5,639
Registered tonnage, net	17,997,057
Freight:	
Eastbound, net tons	17,978,796
Westbound, net tons	6,416,402
Total freight, net tons	24,395,198

Lake Michigan Receipts

Ports on Lake Michigan received 1,922,680 gross tons of iron ore in June, distributed as follows:

Port	Gross tons
South Chicago, Ill.	1,047,481
East Jordan, Mich.	
Boyne City, Mich.	2,001
Milwaukee	31,310
Indiana Harbor, Ind.	229,768
Gary, Ind.	612,120
Total	1,922,680

Ten more canneries are operating in Alaska this year than in 1922.

Record of Traffic Through Panama Canal

		Atlantic to Pacific traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	Net tonnage	Tons of cargo
1923										
May	American	133	715,061	406,699	120	651,504	1,096,175	253	1,366,565	1,502,874
	Foreign	96	424,600	335,652	70	337,249	426,557	166	761,849	762,209
	Totals	229	1,139,661	742,351	190	988,753	1,522,732	419	2,128,414	2,265,083
April	American	123	662,300	331,114	116	637,178	1,041,481	239	1,299,478	1,372,595
	Foreign	81	360,318	322,255	84	347,894	492,295	165	708,212	814,550
	Totals	204	1,022,618	653,369	200	985,072	1,533,776	404	2,007,690	2,187,145
March	American	119	635,992	348,598	96	509,443	819,204	215	1,145,435	1,167,802
	Foreign	114	505,290	329,890	80	337,467	443,236	194	842,757	773,126
	Totals	233	1,141,282	678,488	176	846,910	1,262,440	409	1,988,192	1,940,928
February	American	97	486,186	325,835	82	422,871	633,458	179	908,673	959,293
	Foreign	78	354,190	237,604	69	266,300	366,381	147	620,874	603,985
	Total	175	840,376	563,439	151	689,171	999,839	326	1,529,547	1,563,276
January	American	88	450,254	313,094	67	320,300	462,245	155	770,554	775,339
	Foreign	106	473,524	285,649	91	366,614	530,944	197	840,138	816,593
	Total	194	923,778	598,743	158	686,914	993,189	352	1,610,692	1,591,932
1922										
December	American	78	363,857	328,924	68	344,847	551,907	146	710,704	880,831
	Foreign	83	352,020	231,494	75	312,539	422,777	158	664,559	654,271
	Total	161	717,877	560,418	143	657,386	974,684	304	1,375,263	1,535,102
November	American	65	324,783	234,500	55	273,293	416,515	120	598,076	651,015
	Foreign	83	370,180	266,878	91	369,024	508,967	174	739,204	775,845
	Total	148	694,963	501,378	146	642,317	925,482	294	1,337,280	1,426,860
October	American	70	328,229	264,171	51	250,606	385,196	121	578,835	649,367
	Foreign	89	384,223	300,904	84	347,334	495,592	173	731,557	796,496
	Total	159	712,452	565,075	135	597,940	880,788	294	1,310,392	1,445,863
September	American	54	260,249	226,741	53	235,008	315,898	107	495,257	542,639
	Foreign	72	322,167	241,095	61	252,986	354,454	133	575,153	595,549
	Total	126	582,416	467,836	114	487,994	670,352	240	1,070,410	1,138,188
August	American	58	261,613	257,674	48	236,669	305,838	106	498,282	563,512
	Foreign	83	350,249	299,087	68	235,602	303,351	151	585,851	602,438
	Total	141	611,862	556,761	116	472,271	609,189	257	1,084,133	1,165,950
July	American	52	250,378	246,471	55	272,868	335,154	107	523,246	581,625
	Foreign	76	323,853	295,941	68	280,772	333,534	144	604,625	629,475
	Total	128	574,231	542,412	123	553,640	668,688	251	1,127,871	1,211,100
June	American	57	256,060	269,093	45	205,063	211,373	102	461,123	480,466
	Foreign	78	338,136	317,284	48	171,454	179,728	126	509,590	497,012
	Total	135	594,196	586,377	93	376,517	391,101	228	970,713	977,478
					Vessels in Ballast					
1923										
May	American	72	422,947	0	3	10,658	0	75	433,605	0
	Foreign	23	87,784	0	2	4,750	0	25	92,534	0
	Totals	95	510,731	0	5	15,408	0	100	526,139	0
April	American	67	393,895	0	3	18,837	0	70	412,735	0
	Foreign	11	44,214	0	2	9,412	0	13	53,626	0
	Totals	78	438,109	0	5	28,249	0	83	466,358	0
March	American	60	359,006	0	4	7,841	0	64	366,847	0
	Foreign	35	144,223	0	3	9,915	0	38	154,138	0
	Totals	95	503,229	0	7	17,756	0	102	520,985	0
February	American	36	229,578	0	0	0	0	36	229,578	0
	Foreign	24	105,848	0	3	7,486	0	27	113,334	0
	Total	60	335,426	0	3	7,486	0	63	342,912	0
January	American	29	181,617	0	2	10,141	0	31	191,758	0
	Foreign	26	109,586	0	1	4,942	0	27	114,528	0
	Total	55	291,203	0	3	15,083	0	58	306,286	0

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Vessel	Date	Nature	Place	Damage Resulting
Ajax	June 8	Storm	Leyte Coast	On reef
Ashbay	June 8	Disabled	St. Johns, NF	Boil. damage
Agnes	June 3	Collision	Boston	Sunk (will be saved)
Allden Mills	June 13	Collision	Boston	Not stated
Alden Anderson	June 18	Grounded	below Fall River	Not stated
Atreus	June 21	Disabled	Algiers	Prop. blade lost
Allaguash	June 29	Grounded	Marcus Hook	Not stated
Appomatox	June 29	Not stated	Gravesend	Bow damaged
Albert	June 27	Ashore	nr. Lossiemouth	Leaked slightly
Advance	July 2	Grounded	Halifax Harbor	Wrecked
Altamaha	July 7	Ashore	Santa Rosa Island	Floated
Alert	July 10	Not stated	Suva	Total loss
Barge No. 230	June 8	Ashore	Conneaut	Not stated
Baltic	June 1	Struck obj.	off Ireland	Damaged
Bayou Chico	June 11	Grounded	New York	Slight
Bogota	June 14	Collision	New York	Plates dented
Barge No. 215	June 7	On bar	8-Mile Creek	Slight
Barge No. 224	June 7	On bar	8-Mile Creek	Slight
Bakersfield	June 3	Disabled	Royal Roads	Engine trouble
Bamba	July 2	Ashore	Gulf Island	Not stated
Cardinal	June 8	Typhoon	Chirikof Island	Wrecked
Cynthia	June 6	Collision	Baltimore	Sunk
Canadian Explorer	June 2	Stranded	nr. Vercher	Undamaged
Colusa	June 7	Grounded	Vancouver Harbor	Undamaged
Commercial Pathfinder	June 14	Disabled	New York	Heavy list
Cedarhurst	June 13	Disabled	Key West	Steerer trouble
Cabrille	June 12	Grounded	South Pass	Not stated
Carlos	June 17	Damaged	Astoria	Lost prop.
Caraquet	June 25	Ashore	Hamilton Bermuda	Total loss
Chickasaw	June 27	Fire	S. of Cape Race	Ruined cargo
Competitor	June 25	Struck sub. wreck	English Channel	Water in hold
City of Los Angeles	June 27	Disabled	Honolulu	Engine trouble
Cedarhurst	June 30	Grounded	Marcus Hook	Steerer dis.
Caddopeak	July 9	Disabled	Guam	Boil. defective
Corning	July 9	Disabled	nr. New York	Eng. trouble
Corunna	July 4	Grounded	below Morrisburg	Not stated
City of Buffalo	June 28	Storm	Lake Erie	Slight
Deer Lodge	June 8	Col. with pier	St. John, NB	Plates in bow dented
Domingode Larrinaga	June 15	Ashore	nr. Cape Charles	Floated
Dinteldijk	June 24	Fire	nr. Colon	To cargo
Eleanor	June 14	Ashore	Sandy Hook	Not stated
Empress of Australia	June 14	Grounded	nr. Uraga	Undamaged
Eleonora Maersk	June 19	Struck iceberg	St. Johns, NF	To stem & plates
Eastern Dawn	June 28	Fire	New York	Not stated
Eric Lindo	June 23	Collision	Copenhagen	Not stated
Fumizuki Maru	June 8	Storm	Currimao, Island of Luzon	Beached
Florence B. Phillips	June 16	Ashore	Sandy Hook	Floated
Fanad Head	June 21	Collision	St. Lawrence	Slight
Frank	June 30	Fire	New York	To cargo
G. N. Wilson	June 12	Struck	Straits	Damaged leak.
Guernsey	June 18	Fire	New York	Consider'le
Gaelic Prince	June 19	Fire & explo.	Shanghai	Slight
Haigtown	June 8	Struck obj.	Delaware Bay	Property damaged
Helen Swanzy	June 11	Disabled	Barbados	Leaking
Hercules	June 9	Leak	S. of Charleston	Sunk
Half Moon	June 13	Collision	at sea	Slight
Herbert Fearn	June 20	Disabled	St. Johns, NF	Leaking
Helgoy	June 23	Grounded	Miramichi	Not stated
Hickman	June 23	Collision	Copenhagen	Heavy
Highland Loch	June	Struck	Carrubedos Rocks	Leaky condition
H. S. Wilkinson	June 3	Collision	above Pt. Iroquois	Not stated
Imperoyal	June 15	Ashore	Grimes Rock, nr. Canso	Badly damaged
Ida B. Gibson	June 15	Sank	St. Martins, Bay of Fundy	Almost subm.
John Dwight	April 6	Unknown	nr. Cuttyhunk	Sunk
Jacob W. Hook	June 6	Heavy weather	Mobile	To sails, mast & hull
Jonathan Cone	June 29	Not stated	Long Island Sound	Sunk
J. W. Van Dyke	June 29	Grounded	off Finns Pt. jetty	Not stated
Kennebunk	June 21	Fire	Philadelphia	Damaged
Kenwood	June 21	Fire	Philadelphia	Damaged
Kekoskee	June 21	Explosion	New Orleans	Not stated
Kamouraska	June 21	Collision	St Lawrence	To several plates
Luzline	June 14	Heavy weather	Bluefields	Disabled condition
Lucille B	June 18	Fuel and Repairs	Boston	Not stated
Mataafa	June 11	Struck bottom	Little Rapids cut	Undamaged
Maravale	June	Not stated	not stated	Wrecked
Maia	June 21	Grounded	Huron harbor	Undamaged
Metcalf	July 8	Ashore	Morgans Point	Floated
Minnie de Larrinaga	July 2	Ashore	St Louis du Rhone	Unknown
Merop	July 7	Disabled	at sea	Lost prop blades
Norfolk	June 6	Collision	Baltimore	Undamaged
Northland	June 12	Disabled	Buzzards Bay	Machy. dis.
North Town	June 13	Disabled	Gaviota	Steerer broke, sails gone
Nishmaha	June 20	Disabled	Bermuda	Eng. & boil. trouble
Niagara	July 8	Grounded	Soo river	Released
O. A. Knudsen	June 30	Grounded	St. Mary's Bay	May be total loss
Panther Creek	June 4	Ashore	Cape Cod	Not stated
Philetus Sawyer	June 7	Collision	off Windmill Poin	Bow stove in
Pawnee	June 11	Heavy weathe	at sea	Steere & rudderhead broke
President Jackson	June 14	Grounded	Manila	Slight
Paliki	June 19	Grounded	W. Neebish cut	Jettis cargo
Panama	June 30	Stranded	S. of Balboa	Not stated
Put-in-Bay	July 5	Grounded	Belle Isle	Released
Rachel	June 8	Ashore	Hanchett's Reef L. I.	Not stated
Rhodesia	June 23	Fire	Port Said	To cargo
Robert L. Bean	Jun 23	Collision	nr. Philadelphia	Damaged
Ravensworth	Jun: 25	Fire	at sea	Cargo damaged
S. J. Murphy	June	Disabled	Lake Superior	Broke crankshaft
Sarah Eaton	June	Disabled	Portland	Leaking
Scandia	June 14	Collision	New York	Hole in stern
Sweden	June 17	Disabled	St Clair river	Damaged shoe and rudder
Sarnia City	June 23	Struck obst.	Sarnia	Broke wheel
Snipe	June 21	Aground	Black Ledge, Seal Island	Prob'ly total loss
Santa Luzia	June 28	Disabled	at sea	Rudder broke
Skipsea	June	Fire	Not stated	Slight
Sarcoxie	June 23	Collision	nr. Philadelphia	Bow dam.
Seeandbee	July 8	Hit obstr.	nr. Buffalo	Slight
Tawas	June 22	Fire	Connecticut River	Destroyed
Three Sons	June 28	Struck rock	Rikers Island	Beached
T. L. Church	July 6	Grounded	Detroit River	Not stated
Vedam McKnown	June 12	Disabled	Halifax	Eng. trouble
Victory	June 22	Struck pier	Duluth	To stem & plates
Vancouver	June 25	Fire	Honolulu	To cargo
Vauban	July 9	Ashore	Bermuda	Slight
W. B. Schiller	June 3	Collision	above Pt. Iroquois	Heavy
W. J. Olcott	June 11	Grounded	Little Rapids cut	Not stated
W. J. Patterson	June 23	Fire	off Sabine	Not stated
William S. McDonald	June 22	Disabled	Barbados	Leaking
West Ivis	June 22	Disabled	Charleston	Property damaged
Wandby	June 21	Disabled	Portland	Frd. part cut off
West Kebar	June 27	Disabled	S. of Cape Race	Prop. loose
West Nosska	June 26	Fog, ashore	Georges Island	Undamaged
W. J. Patterson	June 21	Fire	Sabine Pass	Water-logged
Yokohama Maru	June 30	Ashore	not stated	Bottom badly damaged

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Equipment Used Afloat, Ashore

Temperature Regulators for Leviathan—One-Piece Rivet Forge

GREAT skill and ingenuity has been applied to the development of automatic control of temperature. Automatic control more nearly positive and of greater accuracy than that possible by hand is an accepted fact, and it is now principally a question of simiplicity in design, installation of the apparatus, and the minimizing of chances of break

In the particularly complete and elaborate swimming pool and heat treatment rooms of the LEVIATHAN, special attention was given to the automatic temperature regulators in order to insure proper service. Temperature regulators designed and constructed by the Sarco Co., Inc. with offices in the Woolworth building, New York, were selected for regulating the heat of the water in the swimming pool, heat treatment rooms and ventilation heating of spaces about the swimming pool.

The design and construction of this regulator is interesting. Referring to the diagrammatic sketch, Fig. 1, the principle underlying the operation of the temperature regulator may be described as follows: Oil completely filling a metal cylinder, hermetically sealed, will, when heated, expand with great force. As shown in Fig. 1, such a cylinder is connected by a tube with a second cylinder in which there is a piston actuating a valve in the heat supply

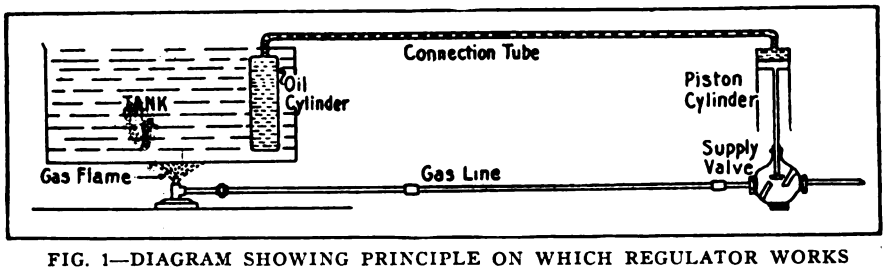


FIG. 1—DIAGRAM SHOWING PRINCIPLE ON WHICH REGULATOR WORKS

line. The entire system to the top of the piston is completely filled with oil.

With the oil cylinder immersed in a tank containing fluid the temperature of which is to be regulated, application of heat to this tank will cause the oil in the cylinder to expand and by means of the connecting tube cause the piston in the piston cylinder to be forced down, thus tending to close the heat supply valve, and consequently reducing or eliminating the heat applied to the tank. Should the temperature in the tank fall below the desired amount, the oil in the cylinder will cool and contract and the piston in the piston cylinder will rise by means of a spring not shown in the sketch, opening the heat supply valve.

The other important feature of this temperature control apparatus is the method used in making the system absolutely tight. An ordinary type of packed piston would not do as the loss of even a minute quantity of oil would cause trouble, altering the setting of the instrument. In Fig. 2, this method is indicated diagrammatically. By the use of a special, spirally corrugated copper tube hermetically attached to the piston at one end and to the inner surface of the cylinder at the other end, a leakproof packing, frictionless and capable of withstanding high pressures, is attained.

For purposes of practical operation and possibility of adjustment, the connecting tube is taken off near the top at the side. A regulating screw in contact with the piston in the oil cylinder, also provided with the spiral corrugated tubing, is so arranged that when screwed down, less temperature in the tank will cause the necessary pressure through the connecting tube to close the heat supply valve, while by adjusting the screw upward the temperature must go higher before closing the valve. As a precautionary measure a relief valve made up of a special heavy spring is fitted between the top of the piston and in the oil cylinder and the adjustment screw. This spring will yield when the pressure is too high, and for practical purpose is 800 pounds though the corrugated tubing and system is tested to 2000 pounds and will withstand a pressure over 3000 pounds per square inch, according to the manufacturers.

These self-contained temperature regulators of a type as shown in section in the accompanying illustration, Fig. 3 were used for three specific purposes on the LEVIATHAN:

1. For regulating the temperature of the fresh and salt water heaters in order to maintain the uniform desired temperature of the swimming pool water,

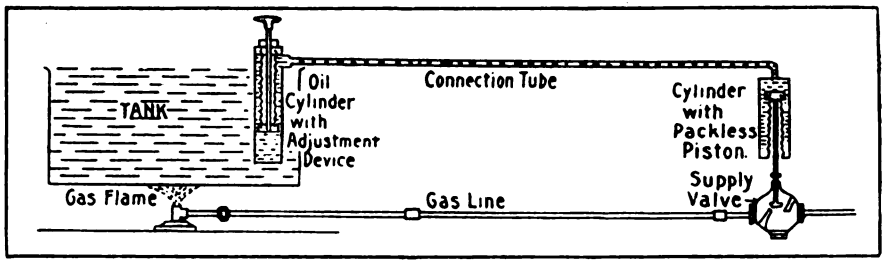


FIG. 2—DIAGRAM AS IN FIG. 1 BUT SHOWING SPIRALLY CORRUGATED TUBING DESIGNED TO GIVE LEAKPROOF, FRICTIONLESS PISTON PACKING

2. To maintain the temperature of the treatment rooms,

3. For controling the temperature of the ventilating system of the swimming pool spaces.

This means that temperature regulators of this type were used for controling temperatures in three different media, fresh and salt water, steam heat and air. For controling the temperature of the water in the swimming pool, the regulators are placed in the discharge pipes from the water heaters and connected to the valve on the steam inlet. A temperature of 110 degrees Fahr. is to be maintained at the water outlet but the apparatus is subject to regulation over a range of from 90 degrees to 130 degrees Fahr. In order to protect the thermostat of the regulator controling the hot salt water from corrosive action a lead sheath was designed to go over the sensitive bulb.

In the treatment rooms, the regulators are placed in the rooms and connected to control the valves admitting steam to the thermotank coils. The temperature is maintained at 90 degrees but the instruments are arranged for controling the temperature over a range of from 70 degrees to 110 degrees Fahr. For the control of temperature in connection with a thermotank system of ventilation heating to swimming pool spaces, the thermostat is placed in the blower discharge and connected to the valve controling the admission of steam to the

Generated on 2024-08-28 00:15 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

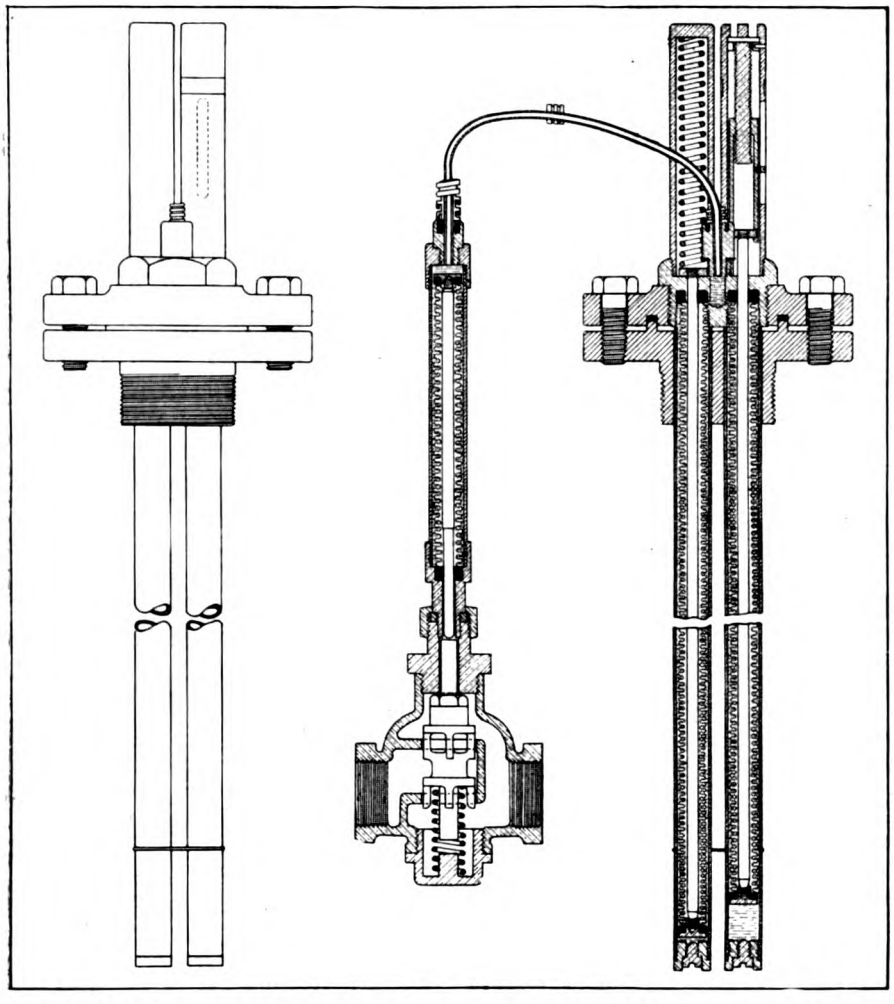


FIG. 3—SECTION THROUGH TEMPERATURE REGULATOR OF THE TYPE USED ON THE LEVIATHAN. THE SPIRALLY CORRUGATED TUBING IS CLEARLY SHOWN

thermotank coils. The regulator is to maintain an average temperature, at the blower discharge, of 110 degrees Fahr., but must be capable of adjustment over a range of from 90 degrees to 130 degrees Fahr. As a matter of fact, all the regulators are capable of adjustment over a range of 50 degrees below and 50 degrees above the mean temperature desired.

In this apparatus, the heat supply valve is moved in proportion to the rise or fall in temperature in the compartment or tank where regulation is desired. Consequently, there are no radical fluctuations and an even temperature is maintained. The most important and unique part of the instrument is the spirally corrugated copper tube shown in section in Fig. 3. By means of the comparatively great length of this tube (about 10 inches) a considerable movement of the piston actuating the control valve will mean only a slight compression of each corrugation and hence, the fatigue set up in the metal of the tube (which acts as a diaphragm) is negligible. Also movement is transmitted with equal stress on all parts due to the spiral character of the corrugations.

June Ore Shipments

From the Lake Superior district in June, lake vessels carried 9,499,501 gross tons of iron ore. The movement throughout the year has been heavy and with exceptional railroad service, the vessels have been getting splendid dispatch. Total shipments up to July 1 were more than 16,000,000 tons or nearly double last year's total. Shipments by port were:

Port	June, 1923	To July 1, 1923
Escanaba	1,052,502	1,996,647
Marquette	513,280	801,949
Ashland	1,136,049	1,883,153
Superior	2,841,615	4,634,730
Duluth	2,846,759	4,874,059
Two Harbors	1,109,296	1,994,944
Total	9,499,501	16,185,482
1923	2,869,790	7,834,305

Constructs Rivet Forge of One Piece

The Buffalo Forge Co., Buffalo, recently has introduced a rivet forge having the hearth constructed of one piece of metal. A front view of the new forge is shown in the accompanying illustration. This one-piece hearth is perfectly formed with rounded corners and rolled top edge upon which tools may be rested. It is claimed that this forge in conjunction with a blower manufactured by this company will give a maximum amount of air with small effort, and will last for a period of years.

Lake Erie Ore Receipts

Out of a total June ore movement of 9,499,501 gross tons, Lake Erie ports received 7,250,586. Direct shipments to furnace have more than taken the ore received so far this season, so that the docks are relatively clear for stocking. Receipts by ports follow:

Port	Gross tons
Buffalo and Port Colborne	925,804
Erie	215,775
Conneaut	1,314,626
Ashtabula	1,729,492
Fairport	349,305
Cleveland	1,529,079
Lorain	572,036
Huron	202,323
Toledo	341,098
Detroit	71,048
Total	7,250,586

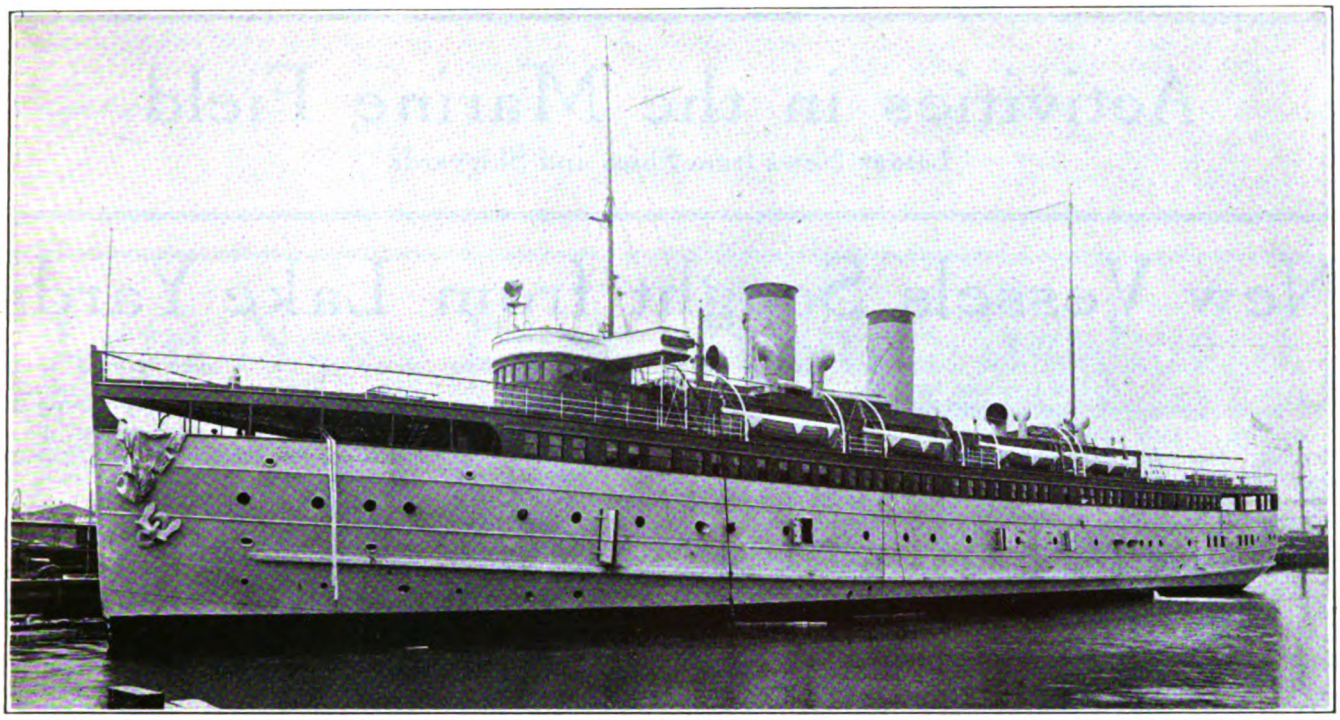
Name California Agent

The Sperry Gyroscope Co., Brooklyn, N. Y., announces the appointment of the Hunt Mirk Co., 141 Second street, San Francisco, as its representative for California on gyro-compasses, searchlights, gyro-stabilizers, gyro-pilots and navigational instruments. Also connected with the Hunt Mirk Co. will be the Sperry service organization. O. A. Frischmuth who has handled the Sperry service on the Pacific coast for the past five years will handle the service in San Francisco and W. I. Selover,

FORGE HAVING HEARTH BUILT IN ONE PIECE

who has been connected with the Sperry service on the east coast for the past six years will handle the service in Los Angeles. These two Sperry representatives will assist the Hunt Mirk Co.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN



CONVERTED OCEAN YACHT UNITED STATES NOW OPERATING IN PASSENGER SERVICE ACROSS LAKE SUPERIOR. SHE WILL BE IN FLORIDA TRADE DURING THE WINTER

Opens Passenger Service Across Lake Superior

The Peninsula & Northern Navigation Co. with offices in Plainfield, N. J., Houghton, Mich. and Port Arthur, Ont., has been formed for the purpose of inaugurating daily passenger and freight service between Houghton, Mich. and Port Arthur, Ont. during the summer months and operating in the coastwise traffic out of New York during the winter tourist season in Florida. This company purchased the steamer UNITED STATES, formerly the lake passenger steamer of that name, built at Manitowoc, Wis., in 1909, sold to Col. E. H. R. Green in 1916, and rebuilt by the Robins Drydock Co. in 1917. At that time she was lengthened 57 feet, power plant and hull structure altered to conform with American Bureau of Shipping specifications for coastwise passenger vessels.

The UNITED STATES was used by Colonel Green as an ocean cruising yacht and sold in March, 1923 to Capt. John Hope Clark, the incorporator and president of the Peninsula & Northern Navigation Co.

The steamer has been entirely reconditioned at the plant of the Tebo Yacht Basin Co., Brooklyn, N. Y., has commodious and luxurious staterooms, with running hot and cold water in each room, and has several suites de luxe. The main deck has been cleared out for cargo space, fitted with large automobile gangways and the UNITED STATES as now fitted is unusually well equipped for the carrying of passengers and freight either on the Great Lakes or on the coast, as all of the above work has been done in accordance with American Bureau of Shipping requirements.

She is fitted with surface condenser, two 25 kilowatt General Electric lighting sets, two ice machines and 2000 cubic feet of refrigerating space, electric boat hoists, steam windlass and capstans and the usual auxiliary machinery.

The UNITED STATES left Brooklyn on June 21 and started the daily service between Houghton, Isle Royale, and Port Arthur on July 9, leaving Houghton on Mondays, Wednesdays, and Fridays at noon, stopping at Isle Royale, and leaving Port Arthur on the return trip Tuesdays, Thursdays, and Saturdays at 8:30 in the morning.

Pittsburgh River Traffic

Net tonnage of freight carried on the rivers in the Pittsburgh district in June was 2,814,602, of which coal accounted for 1,960,638 net tons. Sand and gravel are the other leading commodities with steel shipments reaching 66,424 net tons. Detailed figures for the three rivers follow:

Commodity	Allegheny river short tons	Monongahela river short tons	Ohio river short tons	Total short tons
Coal	98,964	1,516,594	345,080	1,960,638
Coke	0	26,299	0	26,299
Gasoline ..	1,170	630	310	2,110
Gravel ...	103,539	112,422	125,898	341,859
Packet cargo	0	0	6,506	6,506
Sand	131,333	148,220	122,131	401,684
Steel products	75	44,791	21,558	66,424
Unclassified.	52	3,383	5,647	9,082
Total ...	335,133	1,852,339	627,130	2,814,602

Death of David Rodgers

David Rodgers, war time manager of the Skinner & Eddy Corp.'s shipyard at Seattle died June 25 at his home near Seattle. Mr. Rodgers was a native of Belfast, Ireland, and was 49 years of age. For the past two years, he had been in failing health, due to over exertion during the rush of shipbuilding in the war period. Under his supervision, the Skinner & Eddy yards turned out 85 cargo steel steamers breaking all speed records. He had charge of 20,000 workers during this period from whom he received a splendid measure of support and loyalty. Mr. Rodgers had been a resident of Seattle since 1905 when he joined the forces of the Moran shipyards, later the Seattle Construction & Dry Dock Co., which during the war was merged with Skinner & Eddy.

Shipping Board Sales

VINITA, steel cargo, 8538 deadweight tons, 5551 gross tons, sold to Sudden & Christenson, Inc., San Francisco.

POINT LOMA, steel cargo, 3270 deadweight tons, 2119 gross tons, sold to Hart-Wood Lumber Co., San Francisco.

LAKE FLATTERY, steel cargo, 4145 deadweight tons, 2609 gross tons, sold to Panama Railroad Co., New York.

WAUKESHA, steel cargo, 3909 deadweight tons, 2535 gross tons, sold to Frank W. Irvine, New York. By the terms of sale the buyer is obligated to convert this ship to diesel propulsion.

TRIMOUNTAIN, steel tanker, 9298 deadweight tons, 6413 gross tons, sold to Bernuth Lambcke Co., Inc., New York.

HUGENOT, steel tanker, 10,387 deadweight tons, 6964 gross tons, sold to Bernuth Lambcke Co., Inc., New York.

BALDHILL, steel tanker, 9298 deadweight tons, 6413 gross tons, sold to Associated Oil Co. of San Francisco, San Francisco.

BALDBUTTE, steel tanker, 9298 deadweight tons, 6449 gross tons, sold to Associated Oil Co. of San Francisco, San Francisco.

BASFORD, steel ocean type oil-burner tug, 429 gross tons, sold to Atchison, Topeka & Santa Fe Railway Co., Chicago.

Generated on 2024-08-28 00:25 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Activities in the Marine Field

Latest News from Ships and Shipyards

New Vessels Sought from Lake Yards

LAKE trade continues to move along in full stride. Railroad service has been excellent all season with the result that vessels have had excellent dispatch. Iron ore and coal shipments have thus been materially aided. Up to July 1, iron ore shipments were 16,000,000 tons, more than double last year's record. Coal shipments have been running above a million tons a week for some time, and up to July 9, the total was 10,778,638 tons, greatly exceeding last year and slightly above the 1921 record. The grain trade is quiet.

* * *

Inquiries for more vessels are before lake shipbuilders and prospects are bright for several orders, even though the price level is well above that prevailing a year ago when the first rush of orders came to the lake builders. Henry Ford is definitely known to be interested in getting two new vessels. His company is now served directly by lake vessels, the CLETUS SCHNEIDER on July 11 delivering the first cargo. The route is up the newly dredged River Rouge.

* * *

The new 600-foot freighter CHARLES M. SCHWAB was launched at the Cleveland yard of the American Shipbuilding Co. on June 30. The first of the two diesel-electric freighters building at the Ashtabula, O., yard of the Great Lakes Engineering Works was launched July 3. She is the TWIN PORT and will operate for the McDougall interests of Duluth between that port and New York, using the New York state barge canal from Oswego. In winter she will operate in Atlantic coastwise and West Indies trade. Her sister ship, TWIN CITIES, will be launched soon.

* * *

The steamers NORTHWIND and BRITON, taken to salt water during the war, have returned to the lakes. They made the passage of the canals in sections which are being joined at the Ashtabula, O., yard.

* * *

Plans are announced for the opening in August of direct service between Chicago and other lake ports and northern European countries. Norwegian interests and vessels are interested in this service.

* * *

Capt. Joseph Corcoran, aged 81 years, died at Erie, Pa., on July 16. He had served on the Atlantic, coming to the lakes in 1887. He sailed the schooner COLUMBIA, thus beginning a 20-year service with the Anchor line during which he was master of the LYCOMING, MAHONEY and CONEMAUGH.

* * *

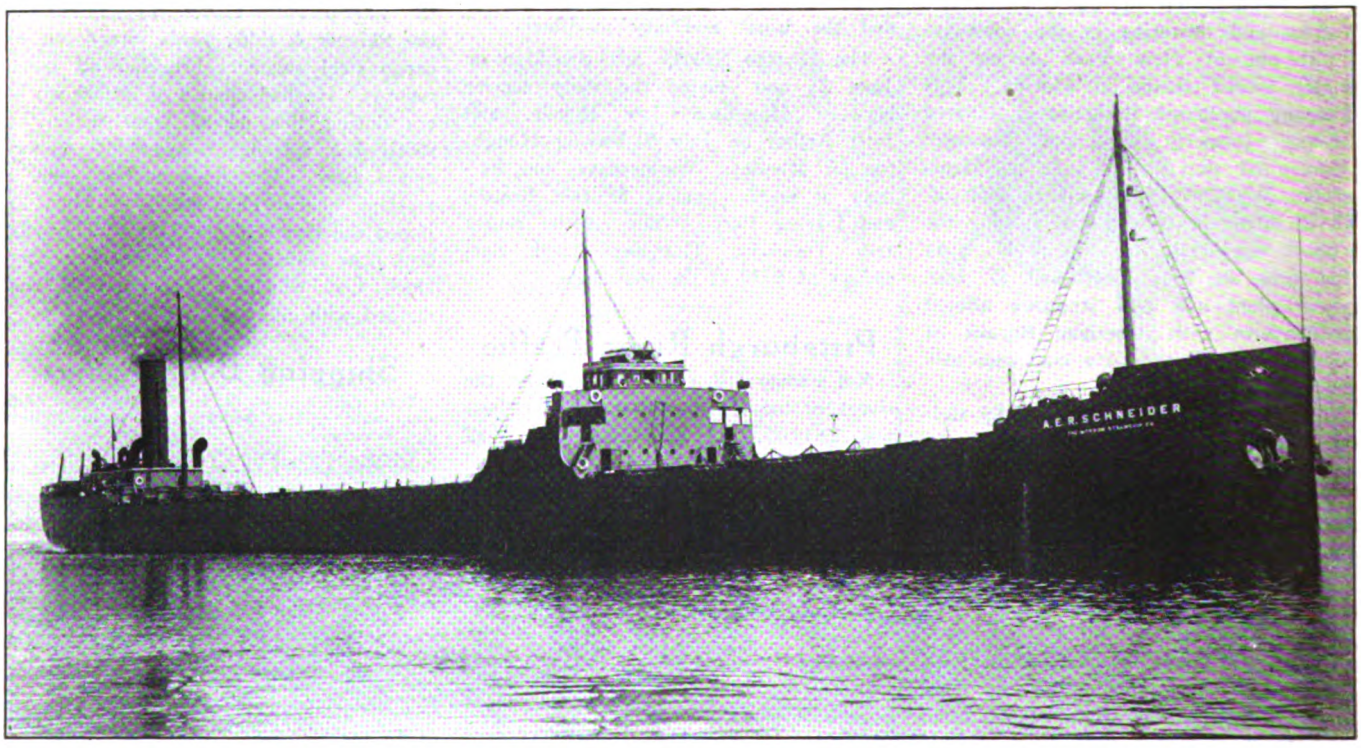
The new steamer FRONTENAC, built at the Ecorse, Mich., yard of the Great Lakes Engineering Works for the Cleveland-Cliffs Iron Co., has been placed in commission.

* * *

Lake accidents have been few despite the heavy volume of trade. Recently the passenger carrier SEEANDBEE struck an obstruction at Buffalo which cost her two weeks operation. The barge GLENELLEN went ashore in the St. Lawrence river. The QUEEN CITY grounded in the Straits of Mackinac. The LUZON grounded in the St. Clair canal. The NIAGARA grounded in the Soo river. The METCALFE went ashore near Port Colborne. The CORUNNA went ashore below Morrisburg. The W. B. SCHILLER which was sunk, is in dock.

* * *

The United States lake survey reports the monthly mean stages of the Great



LAKE FREIGHTER OF UNUSUAL TYPE WHICH IS PROVING SUCCESSFUL IN SERVICE. SHE IS THE A. E. R. SCHNEIDER, WHICH WAS PURCHASED BY THE GOVERNMENT DURING THE WAR, ALTERED AND STRENGTHENED FOR OCEAN SERVICE. THE ARMISTICE ENDED THE PLAN TO FLOAT HER THROUGH THE CANALS ON HER SIDE, AND SHE WAS REBOUGHT, LENGTHENED AND ADAPTED AGAIN FOR LAKE TRADE

Generated on 2024-08-28 00:24 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Lakes for the month of June, 1923, are:

Lakes	Feet above mean sea level	
	May	June
Superior	601.65	601.67
Michigan-Huron ..	579.60	579.86
St. Clair	574.55	574.71
Erie	571.87	572.02
Ontario	245.62	245.93

Lake Superior is 0.02 foot higher than last month, 0.47 foot lower than a year ago, 0.76 foot below the average stage of June of the last 10 years. Lakes Michigan-Huron are 0.26 foot higher than last month, 0.71 foot lower than a year ago, 1.09 feet below the average stage of June of the last 10 years. Lake Erie is 0.15 foot higher than last month, 0.85 foot lower than a year ago, 1.00 foot below the average stage of June of the last 10 years. Lake Ontario is 0.31 foot higher than last month, 0.82 foot lower than a year ago, 0.95 foot below the average stage of June of the last 10 years. Low water has cut ship capacity.

Late News From Atlantic Seaboard

CUSTOMS receipts at Baltimore for the fiscal year ended June 30 totaled $9,781,435, exceeding by $4,000,000 the high record year of 1907. Including the receipts at Washington, which is in the Baltimore district, the figure goes well over $10,000,000. June alone showed an increase of 400 per cent over the like period of 1922.

* * *

Entrances of overseas vessels at Baltimore for the first six months of 1923 totaled 357 of 987,202 net tons. Clearances totaled 426 vessels of 1,170,256 net tons. These figures compare with 319 vessels of 915,976 net tons entered during the last six months of 1922 and 262 vessels of 705,346 net tons cleared for that period.

* * *

Marked advances are shown in Baltimore's coastwise and intercoastal trade. During the half-year just ended, 1,116 vessels of 2,764,410 net tons entered in this business and 1,244 vessels of 2,850,030 net tons cleared. The last half of 1922 produced entrances of 860 vessels of 2,164,582 net tons and clearances of 1,058 vessels of 2,515,089 net tons. Twenty lines are now in the port's coastwise and intercoastal trade.

* * *

For the first five months of 1923, exports at Baltimore are valued at $48,097,349 and imports at $37,270,834. These figures are opposed to exports of $48,597,575 and imports of $29,747,174 in the final five months of last year.

* * *

Coal exports from Baltimore for the first half-year of 1923 amounted to 928,863 tons. This far exceeds the total overseas shipments during 1922 of 99,473 tons and nearly equals the 964,836 tons exported for the first half of 1921. Total 1921 coal exports were 1,451,871 tons and it is believed this figure will be surpassed before the close of the year.

* * *

The first half of 1923 produced grain exports at Baltimore of 32,998,165 bushels, against 37,273,338 bushels in the last six months of 1923. Rye leads all other grains followed by wheat and corn. Last year corn was far ahead. Flour shipments from the port this year have reached 215,277 barrels and were placed at 376,220 barrels in the last half of 1922.

* * *

Efforts are being made to have Baltimore act as a port of transshipment for exports originating in territory served by the ports of Savannah, Jacksonville and Charleston. It is believed the frequency of overseas sailings to United Kingdom and Continental Europe from Baltimore will greatly increase the service rendered to shippers of this territory. Service to Baltimore from the southern ports will be by the present excellent coastwise vessels which in most cases offer two sailings weekly. Equalization of the through rate via Baltimore with the direct overseas rate from the southern ports is being sought.

* * *

Passenger business on the Porto-Rico American line from Baltimore to Porto Rico is booming and the company is considering increases in the passenger carrying capacity of its vessels. Two vessels clear monthly on this run.

* * *

Salvaged army goods from the former American zone of occupation on the Rhine are now reaching Baltimore via the Black Diamond line, transshipment at Antwerp. The shipments are coming in 1,000 ton lots.

* * *

Appealed to by the export and import board of trade of Baltimore, most of the ports seem favorably inclined toward a conference for mutual protection of their terminal interests in the event of radical changes in routes and services under the new plans of the shipping board. Norfolk is considered the logical port for such a conference, as more nearly equidistant to all the interests concerned.

* * *

Although Baltimore still maintains a slight export balance in her foreign trade, imports are increasing weekly in both dutiable and free charges. Large quantities of ores, sugar, fruit, woodpulp, oils, chemicals, toys, manufactured articles, straw goods, copper, potash and other bulk and prepared materials are arriving.

* * *

Vessels of the North German Lloyd are now in active operation through the port of Baltimore, under the local agency of A. Schumacher & Co. A few passengers are being carried and it is hoped to develop this business.

* * *

The Cape Oil Co., Boston, has been incorporated for $3,500,000 by Oscar W. Haussermann and Henry F. L. Greger, Cambridge, Mass., and Robert Cutler, Brookline, Mass.

* * *

Capitalized at $50,000, the Bridgeport Steamship Co., Inc., Bridgeport, Conn., has been formed to own and operate vessels. Reuben K. Hagarty and George A. Bradford, Bridgeport, and Hetty C. Lees, Fairfield, Conn., are the incorporators.

* * *

The Eastern Steamship Co., Boston, has acquired control of a majority of the stock of the Old Dominion Steamship Co.

* * *

The new Cunard liner FRANCONIA arrived in New York on July 3 on her maiden voyage. She is the latest of the Cunard, one funnel, 20,000-ton oil burner type. The FRANCONIA was designed and built especially for world cruising and transatlantic service. Like all of the principal steamers of the Cunard company, she is navigated by the Sperry gyrocompass.

* * *

The seasonal slump past, labor troubles actually occurring in the Canadian fields and the threat of similar difficulties in Britain by August looming clearer, the outlook for the latter part of July is for more coal business out of Hampton Roads. The Dominion Coal Co., operating in the Cape Breton-St. Lawrence trade, diverted a dozen colliers to Hampton Roads for coal for Canada, aiding the local situation considerably. Canadian business is likely to be temporary but while it lasts each of the 12 colliers out of there will carry approximately 7500 tons into the new field.

* * *

The Virginia, Norfolk & Western and C. & O. railroads, in spite of the pickup in dumpings, have ample supply on their piers at Hampton Roads and local exporters are well prepared for handling this extra business which comes at a time when the business is in need of a spur. The market had been dull for several weeks. This new movement will result in giving the year's total to date of more than 8,000,000 tons, a boost toward the figures for the corresponding period last year of about 8,500,000 tons.

* * *

Survey of the idle vessels of the shipping board at anchor in the James river, which has been in progress for the last four months, has been completed and nothing now remains except for the report to be consolidated and forwarded to the commissioners, according to announcement just made in Washington. While the survey was in progress at Camp Eustis, similar inspections were made throughout the country at all places where idle vessels are at anchor. The consolidated reports show that of

Generated on 2024-08-28 00:23 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

the 800 idle vessels owned by the government, 400 are tied up in the James river. The survey was made at the request of members of the board, who were convinced that something must be done immediately to relieve the country from the burden of expense which upkeep entails. The maintenance cost of each vessel is said to be $3000 a month.

* * *

The Southgate Forwarding & Storage Co., Norfolk, Va., has been designated as Hampton Roads agent for the North German Lloyd, and has announced that a steamer service to Bremen will be inaugurated with the sailing of the German steamer EISENACH on Aug. 13. Entry of the North German Lloyd into the Hampton Roads-Bremen service will increase to four the number of services from there to the German port. The United American line, the Carolina line and the International Mercantile Marine lines now have service to Bremen. The Southgate Forwarding & Storage Co. represented the Kerr line service to German ports before it was withdrawn by the United States shipping board.

* * *

The Garland Steamship Corp., previously represented at Norfolk, Va., by Leitch & Co., will open its own office about Aug. 1, with J. Y. S. Mitchell, commercial agent, in charge. The Garland line entered the port of Norfolk with its coast-to-coast service in November, 1922. It has maintained a regular schedule to the west coast since that time. Mr. Mitchell was agent at Hampton roads for the Atlantic, Gulf & Pacific Steamship Co. when the line operated in the coast-to-coast service, and is well known in shipping circles.

* * *

Joseph W. Newby, vice president of E. E. Palen & Co., steamship agents, Norfolk, Va., was appointed general agent of the Old Dominion Transportation Co., at Norfolk, effective July 11. He will succeed Augustus Winslow who resigned July 10. Mr. Newby had been associated with the Old Dominion Steamship Co., operator of the New York-Norfolk steamer service previous to the organization of the Old Dominion Transportation company, for 20 years.

* * *

The United States dredge CHINOOK, which had been assigned to the Thimble Shoals channels for the last six months, was withdrawn from that project July 14. She will commence work immediately on the new York Spit channel just off the mouth of the York river, and will be engaged on this assignment for two months. The location of the new channel will be some distance to the west of the route now in use. The project calls for a depth of from 38 to 40 feet. Although the complete plan is for a channel three miles long, dredging all this distance will not be necessary for in many places that depth already exists. The total cost, it was said, will be around $50,000. The project is to be completed the first of September, after which the CHINOOK will return to complete the Thimble Shoals channel.

Up and Down the Pacific Coast

ALL transpacific speed records were broken recently by the Canadian Pacific steamship EMPRESS OF CANADA which navigated the 4200 miles between Yokohama and William Head quarantine station, Victoria, B. C., in 8 days, 10 hours and 53 minutes. On this voyage, the EMPRESS OF CANADA averaged 20.6 knots, the maximum speed on the trip being 21.2 knots. Previously she has done 23.98 knots. The best day's run of 23 hours was 490 nautical miles. The record just beaten by the EMPRESS OF CANADA was established in 1914 by the EMPRESS OF ASIA which covered the transpacific route in 8 days, 18 hours and 31 minutes. The best run made by an American liner over the same route is credited to the steamship PRESIDENT GRANT in May, 1923, with 9 days, 1 hour.

* * *

Reports from Japan state that plans are under way for constructing a fleet of superior passenger and freight liners to compete with the shipping board vessels which during the last two years have taken considerable business from the Japanese lines.

* * *

The port of Seattle is building for its own use a new type of portable freight conveyor, plans for which were drawn drawn by Chief Engineer George F. Nicholson. This mechanism can be extended or shortened as desired and by reason of its flexibility can be lowered into the hold of a ship and move cargo directly into the warehouse. The cost of the first unit is $3000.

* * *

Officials of the Canadian National railways have perfected plans for establishing a lumber assembly and shipping terminal in Victoria harbor. The improvement includes a ferry service. Under the plans adopted, shipping facilities will be afforded a number of manufacturing plants on Vancouver island.

* * *

The government cableship DELLWOOD has departed for southern California to lay a commercial and telephone cable between the mainland and Catalina island. The DELLWOOD was recently converted from a freighter into a modern cable vessel, at Todd Dry Docks Inc., Seattle. The vessel's headquarters are at Seattle.

* * *

Withdrawal from the Pacific Coast-Gulf route is announced by the American-Hawaiian Steamship line. Hereafter, this company will use all its tonnage between Pacific and north Atlantic ports.

* * *

New and powerful radio apparatus has been installed in the office of the Seattle port warden and that station will hereafter handle ship's positions and commercial messages, taking over business previously handled by the naval radio station at Seattle. Shipping in the north Pacific has found the Seattle station a great convenience.

* * *

In an effort to make Seattle the lumber exporting center of Puget sound, the port of Seattle has established a flat rate of 25 cents per thousand feet on lumber handled at the port's terminals. Previously, this cargo was charged on a cost plus 15 per cent basis.

* * *

Within two months, the Canadian Pacific railroad will begin work on a $200,000 marine terminal building at Victoria, B. C. The structure will be four stories and will house ticket offices, waiting rooms and the personnel of the company stationed at that port.

* * *

Among other large construction projects under way at Longview, the new lumber city established on the Columbia river, are a pier 1800 feet in length and a smaller structure for the Longview Pipe Co. The larger structure is intended as an export terminal over which millions of feet of lumber will pass for shipment overseas.

* * *

The wooden motorship COOLCHA, built at a Puget sound yard five years ago, has been sold for junk. The new owners will burn the hull for the purpose of salvaging the metal. The COOLCHA cost originally about $400,000. She went ashore last February and was so seriously damaged that the hull was condemned. The engines and equipment were removed and the hull will soon be set afire.

* * *

The steel steam whalers STAR I, STAR II and STAR III have been sold by the United States Whaling Co., Seattle, to the Roosevelt Whaling Co., Sandefjord, Norway. The Norwegians are planning to operate in the Ross sea, Antarctic ocean, where they will use a 12,000-ton steamship equipped as a floating whaling plant and five steam whalers, including the three to proceed from Seattle. The three STARS will leave Puget sound in August sailing via San Francisco, Honolulu, Samoan islands and New Zealand. Crews will be assembled in Norway and the expedition will start from a New Zealand port. The STAR whalers were built in Seattle in 1912 and have since operated in Alaskan waters.

* * *

Announcement is made of the appointment of the Pacific Steamship Co. as general Pacific coast freight representative of the International Mercantile Marine Co. which in October will inaugurate regular freight and passenger service between the Atlantic and Pacific. While the plans of the new company contemplate a direct service only as far as

Generated on 2024-08-28 00:25 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

San Francisco, the arrangement with the Pacific Steamship Co. will enable it to handle freight and passengers from Columbia river and Puget sound on vessels of the Admiral line.

* * *

For the purpose of soliciting business, the port of Seattle has dispatched two of its traffic officials to various industrial centers throughout the country. These missionaries will present the advantages of routing export shipments through Seattle and over the port's terminals.

* * *

One of the largest mergers of shipping interests ever accomplished on the north Pacific was recently completed with the organization of the McCormick Steamship Co. with a capital of $500,000. Charles R. McCormick, an outstanding figure in lumber and shipping on that coast for years, is president. The new company includes the coasting vessels of the McCormick fleet, the west coast agency of the Munson-McCormick line and various smaller shipping interests in which Mr. McCormick is a factor. The merger will handle 64 vessels in the coastwise lumber, freight and passenger service, 6 carriers in the intercoastal trade and 6 additional vessels recently purchased.

* * *

On July 31, the harbor commission at Vancouver, B. C., will take over the administration of the grain elevator at that port, succeeding the grain commission of Canada. This change will result in an increase of ½ cent per bushel in handling charges. Vancouver is expecting a record movement of wheat through its terminals during the coming grain season.

* * *

Dredging at the entrance to the harbor of Vancouver, B. C., is now under way. The plans call for widening the channel from 820 to 1200 feet and giving a minimum depth of 35 feet.

* * *

Members of the intercoastal conference, recently reorganized, have agreed upon a general advance in rates in both directions. The new tariffs will be effective Aug. 1. No attempt has been made to fix a conference rate on lumber. This commodity is subject to frequent fluctuation and consequently the rate was left "open." For some time, lumber freights have been weak.

* * *

North Pacific shipping circles were greatly interested in the performance of the steamer HARRY LUCKENBACH which arrived in June from New York via ports having been steered automatically the entire distance. Elmer A. Sperry Jr., son of the inventor, has been on the coast explaining the workings of the device.

* * *

Kolster's radio compasses and position finders will be installed on vessels of the Admiral-Oriental line operating to the Far East, the first installation being made on the PRESIDENT MCKINLEY.

* * *

After a long period of idleness, the wooden motorship ADMIRAL MAYO, a war period product, has been purchased by R. W. Crosby, a Seattle operator, who proposes to turn the vessel into a barge. The ADMIRAL MAYO was owned by the Admiral line and for a time was operated to the Orient. However, her earning record was not satisfactory and she was placed in the boneyard months ago.

* * *

For carrying lumber to California ports, the St. Paul & Tacoma Lumber Co. has purchased from the shipping board the steel steamer LAKE FRANCES. Previously, this large shipper has not owned tonnage but with the strong demand for lumber in California it was decided to purchase a freighter suitable for the purpose. The LAKE FRANCES has a capacity of 2,000,000 feet.

* * *

Notwithstanding an adverse court decision, residents of Everett, Wash., are planning extensive port improvement. The court held that the original plans were too indefinite and now steps are being taken to comply with the legal requirements.

* * * *

Ending her proud career in a spectacular fire, the wood ship GLORY OF THE SEAS, built by Donald McKay at Boston in 1869, has passed into history. For several months, the ship lay beached in Puget sound waters while efforts were being made to sell her as a historical relic. These plans were not realized and the owners set fire to the famous old hulk for the purpose of obtaining the metal in the hull.

* * * *

The steamer schooner EGERIA, built on the Columbia river, has been renamed BERT E. HANEY in honor of the new member of the shipping board.

From the South Coast

THE packet COMMODORE DUNCAN commanded by Capt. Floyd Cook, made her initial trip during the month of June from Galveston and Houston to Corpus Christi, Port O'Connor, Rockport, Aransas Pass, and Port Arkansas. A schedule of three trips a month will be maintained.

* * *

Two steamship companies, Fowler & McVitie and Thomas Rice & Co., both of Galveston Tex., were consolidated July 1 under the firm name of Fowler & McVitie. Fowler & McVitie have been in business for many years, being agents for the Larrinaga, Castle, Norway-Mexico-Gulf and Swedish-America-Mexico lines at Galveston and Houston and will under the new arrangement be agents for the Nervion line.

* * *

Wilkens & Biehl announced June 24 that they had been named agents for the North German Lloyd line at Galveston. From 1894 to 1914 this line did a big gulf business in imports, exports and passengers. The new service will be instituted by the steamship WERRA, a new passenger and cargo vessel which will sail from Bremen Sept. 14. Regular service will be maintained thereafter.

* * *

Capt. L. A. Kaiser, of the branch naval hydrographic office located at Galveston, has sent letters to the following steamship companies: Morgan line, Mexican Petroleum Corp., Gulf Refining Co., Snyder Banana Co., J. H. W. Steele Co., Lone Star Steamship Co., Sinclair Navigation Co., and the Texas Co., asking them to co-operate in securing data during the hurricane season. Vessels of these companies ply the Caribbean sea and Gulf of Mexico and when one or more are near a disturbance, will report to the hydrographic office daily. By this means, the progress of the hurricane will be plotted at the hydrographic office and it is believed important hydrographic and meteorological information will be obtained and the public will be advised more fully of the course of the hurricane.

* * *

The United States engineer started the dredge MILLER to work at Fourteenth street in Galveston harbor widening the channel to project width of 1200 feet. It is expected that more than 3,000,000 yards of material will be removed from the channel and thrown upon Pelican Spit. The city of Galveston foreseeing an easy method of building up that part of the harbor for industrial sites had a retaining wall built and will catch the material as it is pumped in by the government dredge. By this means the city will secure its filling at a very low cost.

* * *

Lightning during a thunder shower the early part of June performed the unusual feat of shattering the foremasts of two oil tankers belonging to the Peirce Navigation Co. within 20 minutes of each other. The MEXICANO was on the Galveston drydock when the lightning shattered her foremast and 20 minutes later six miles away the foremast of the PENNANT was split from top to bottom. Both were repaired by the Galveston Dry Dock & Construction Co.

* * *

The Texas Transport & Terminal Co. has been appointed agent at Galveston and Houston for the Head and Lord steamship lines which operate to the Baltic via Belfast and Dublin. Prior to the war the Head line had regular sailings out of Galveston with cotton and cotton seed products for Baltic ports. Efforts will be made to rebuild this trade to its former flourishing condition.

* * *

The Luckenbach line cancelled its previous announcement that the bimonthly service into Galveston would be suspended during June, July and August. Continued tonnage offerings were given as the reason for the continued service and boats were assigned as follows: LENA LUCKENBACH July 1, EDGAR F. LUCKENBACH July 19, F. J. LUCKENBACH Aug. 8, and KATRINA LUCKENBACH Aug. 24.

* * *

Exports for the Galveston district for the month of March amounted to $27,327,023. Cotton amounting to 149,433 bales and valued at $19,607,492 was the chief item of which Japan took 54,349 bales valued at $8,529,375. Wheat was valued at $757,895 and flour $164,336.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Business News for the Marine Trade

A. H. Bull & Co. recently announced a bimonthly service from ports in the Gulf of Mexico direct to the Azores, the Canaries and ports of Africa. The WEST IRMO will sail from Port Arthur July 14, New Orleans July 19 and Pensacola July 27, and will be the first steamer out since the service was decided upon.

The project to have the federal government spend $1,500,000 in deepening Flushing creek recently was adversely reported on by the war department engineers. The project was proposed by New York City.

The port of Seattle commissioners have issued bonds for $850,000 which will be used to buy dock space at the Skinner & Eddy yard No. 2 wharf, now owned by the shipping board. An immigrant station, costing about $200,000, will take part of the money derived from the sale of the bonds.

Shipping interests of the port of St. John, N. B., are demanding that the dominion government department of public works proceed with the construction of the breakwater at the mouth of St. John harbor. The breakwater was started previous to the war, but operations were discontinued after a few months.

The large floating drydock, which the Atlantic Works, Boston, recently purchased from the shipping board, has arrived at East Boston. It is expected that it will be several weeks before it is ready for business, and when it goes into commission, it will be the second largest floating drydock in New England, the largest being at the Fore River plant of the Bethlehem Shipbuilding Corp.

The new drydock of the St. John Dry Dock & Shipbuilding Co., St. John, N. B., is expected to be ready for business this year. Work has been resumed on the drydock and the machine shop, boiler shop and office buildings have been completed and now are open. Each building is of concrete, two stories high. The company also maintains a towing and salvaging business, operating four tugs and a number of lighters.

The Coastal Steamship Corp., which recently was organized, plans to operate a twice-a-week freight service between New York and Boston. L. T. Janney, 17 Battery place, New York, is president of the company, and Charles T. Abell, formerly connected with Frank Waterhouse & Co., is vice president.

Unconfirmed reports have been received at San Francisco to the effect an American company is endeavoring to secure a permit to build and operate a modern shipyard at Santa Rosalia, Lower Mexico, opposite Guaymas, in the state of Sonora. It is understood the concern intends to build a number of ships for freight and passenger service between Mexico and foreign countries.

Capitalized at $20,000, the Intercoastal Shipping Service, New York City, recently was incorporated. Incorporators of the company are G. V. Reilly, S. C. Wood and H. C. Hand. Attorney S. R. Ryan, 65 Cedar street, New York, represents the company.

With a capital stock of $25,000, the Anniston Salvaging Corp., Brooklyn, N. Y., recently was incorporated by M. M. Bertgas, J. McCarron and M. L. Wright. The company is represented by Attorney B. R. Leinhart, 44 Court street, Brooklyn.

A charter has been taken out under Delaware laws by the Pacific-Caribbean-Gulf line. It has a capital stock of $1,000,000.

Capitalized at $25,000,000, the Diesel Steamship Co. recently was incorporated under the laws of Delaware by Edward Whitton, Chatham, N. J.; Edwin A. Quick, Brooklyn, N. Y., and P. Tyson, New York. The company is represented by the U. S. Corporation Co.

The General Marine Salvage Corp, recently was incorporated under the laws of Delaware with a capital stock of $750,000. The company is represented by the Corporation Trust Co. of America.

The Banks Rigging Co., Brooklyn, N. Y., recently was incorporated to engage in business as ship rigger, with a capital stock of $10,000. Incorporators of the company are T. M. Reid, E. M. Banks and J. P. McManus. The latter is attorney for the company.

The Oil Fuel Engineering Corp. recently was incorporated under the laws of Delaware with a capital stock of $1,000,000. It is represented by the Corporation Trust Co. of America.

The Mexican-American Fruit & Steamship Corp. recently was incorporated under the laws of Delaware with a capital stock of $12,000,000, by F. J. Porter, Montgomery B. Angell and Otis T. Bradmey, New York. The company is represented by the Corporation Trust Co. of America.

Capitalized at $20,000 the U. S. Shipmart, New York, marine surveyors, recently was incorporated under the laws of New York, by H. L. Collin, W. P. Willis and V. G. Butler. Attorney I. M. Schwartz represents the company.

The Antietam Steamship Corp, recently was incorporated under the laws of Delaware with a capital stock of $500,000. The company is represented by the Corporation Trust Co. of America.

The Russian American Trading Corp. has been incorporated under the laws of Delaware with a capital stock of $1,000,000, to engage in an exporting and importing business. Incorporators of the company are F. J. Cullen, D. P. Connet and C. E. Bahm.

The city of Los Angeles, Cal. is preparing to spend $2,000,000 on the construction of a coal bunkering wharf which will be second to none on the Pacific coast when completed. It will have a daily bunkering capacity of 30,000 tons. Edgar H. McKee, president of the harbor commissioners, states this will increase the number of vessels entering the port.

The Nautilus Steamship Corp., New York, recently increased its capital stock from $700,000 to $800,000.

The capital stock of the Lancaster Steamship Corp., New York, has been increased from $300,000 to $350,000.

The Richmond Towboat Co. has increased its capital stock from $100,000 to $125,000.

The International Salvage Corp., Brooklyn, N. Y., which is a Delaware corporation, recently increased its capital stock from $200,000 to $500,000.

The General Marine Salvage Corp, recently was incorporated under the laws of Delaware with a capital stock of $750,000. The company is represented by the Corporation Trust Co. of America.

The New York, Alantic City & Philadelphia Steamship Co. New York, recently was incorporated with a capital stock of $2,000,000. The company will operate between Philadelphia and New York.

The Davison Bros. Co., Portland, Me., has been incorporated for $50,000 to build, buy and deal in ships, yachts, boilers and marine hardware.

New Trade Publications

PRODUCTION TOOLS—Scully-Jones & Co., Chicago, have issued a 40-page illustrated booklet in which the line of small production tools manufactured by the company are described and illustrated. These include chucks, tool holders, drill and reamer chucks, extension sockets, keyway cutters, T-slot cutters, straight and spiral flute end mills, floating reamer and tap holders, self-aligning reamer holders, spring collets, drill sleeves, extension sockets, et.

PUMPING EQUIPMENT—The pumping equipment of the new refinery at Baltimore, which was placed in operation by the American Sugar Refining Co. last year, is described in a leaflet recently published by the De Laval Steam Turbine Co., Trenton, N. J. The plant comprises 15 separate buildings from one to 10 stories in height. A large part of the work of handling the various liquids in the processes of washing and dissolving raw sugar, clarification, filtration, re-evaporation, crystallization, separation of liquor from crystals, and including milk and lime, hot water, various syrups and molasses, sweet water, salt water for condenser cooling and injection purposes, hot water in the form of condensate, etc., is performed by centrifugal pumps. The equipment includes 62 individual pumps ranging in capacity from 50 gallons per minute to 5500 gallons per minute and for heads of from 35 to 193 feet. Single stage and series pumps are used, some with closed and others with open impellers. The leaflet is illustrated and should be of interest to engineers and others interested in pumping problems.

PLATFORM TRUCK—A 4-page illustrated folder has been published by the Automatic Transportation Co., Buffalo, in which an elevating platform truck with a capacity of 6000 pounds is described and illustrated. Another 4-page illustrated folder has also been issued by the company in which a 3-wheel industrial tractor is described and illustrated.

GEAR SHAPER—A 40-page illustrated booklet has been published by the Fellows Gear Shaper Co., Springfield, Vt., in which a new type of gear shaper is described and illustrated. This shaper has been designed to cut one gear at a time. It is full ball bearing equipped with high-speed bearings automatically lubricated. It is simple in construction.

PORTABLE TOOLS—A 16-page illustrated bulletin has been published by the Hisey-Wolf Machine Co., Cincinnati, in which portable electric drills and reamers are described and illustrated. Construction and characteristics of the tools are outlined and specifications given. Drilling stands and attachments and accessories also are described.

BAR BENDING MACHINES—McKenna Co., Cleveland, has published an illustrated bulletin in which bar bending machines are described and illustrated. The machine is built in five different types. All machines will bend rods up to 1¼ inches. Each type of machine is described in some detail. In addition a steel shear is described and illustrated.

CRANES—An 88-page illustrated catalog has been published by the Whiting Corp., Harvey, Ill., in which cranes and allied equipment are described and illustrated. The equipment includes electric-traveling, bucket handling, gantry, transfer, handpower, jib, pillar and bracket cranes, as well as lifting attachments, railway specialties and clearance tables.

Generated on 2024-08-28 00:14 GMT / https://hdl.handle.net/2027/mdp.39015043584120
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN